

NACOmatic

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Expires: 21-Oct-2010



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| | | | |
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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS
ASHLAND, KY

ASHLAND RGNL **RNAV (GPS) Rwy 10¹**
RNAV (GPS) Rwy 28¹
VOR Rwy 10²

NA when local weather not available.

¹Category C, 900-2½; Category D, 900-2¾.

²Categories A, B, 1000-2; Categories C, D, 1000-3.

BOWLING GREEN, KY

BOWLING GREEN-WARREN

CITY RGNL **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
VOR-A

NA when local weather not available.

BRISTOL-JOHNSON-KINGSPORT, TN

TRI-CITIES

RGNL TN/VA **ILS or LOC Rwy 5, 900-2¾**
ILS Rwy 23, 1000-3

NA when control tower closed.

CHATTANOOGA, TN

LOVELL FIELD **ILS or LOC Rwy 2¹²**
ILS or LOC Rwy 20¹²
RADAR-1³⁴
RNAV (GPS) Rwy 2³⁵
RNAV (GPS) Rwy 15¹⁶
RNAV (GPS) Rwy 20⁵⁷
RNAV (GPS) Rwy 33¹³
VOR Rwy 33¹³

¹NA when control tower closed or when local weather not available.

²ILS, Categories A,B,C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.

³Category D, 800-2½.

⁴NA when control tower closed.

⁵NA when local weather not available.

⁶Category C, 800-2¼; Category D, 800-2½.

⁷Categories A,B,C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS
CLARKSVILLE, TN

OUTLAW FIELD **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.

COLUMBIA/MOUNT PLEASANT, TN

MAURY COUNTY **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
VOR/DME-A

NA when local weather not available.

Category D, 800-2¾.

COVINGTON, KY

CINCINNATI/NORTHERN KENTUCKY

INTL **ILS or LOC Rwy 9**
ILS or LOC Rwy 18C
ILS or LOC Rwy 18L
ILS or LOC Rwy 18R
ILS or LOC Rwy 27
ILS or LOC Rwy 36C
ILS or LOC Rwy 36L
ILS or LOC Rwy 36R

ILS, Category D, 700-2.

COVINGTON, TN

COVINGTON MUNI **RNAV (GPS) Rwy 1**

NA when local weather not available.

DYERSBURG, TN

DYERSBURG RGNL **RNAV (GPS) Rwy 4¹**
RNAV (GPS) Rwy 22¹
NDB-A²
VOR -A¹
VOR/DME Rwy 4¹

¹NA when local weather not available.

²NA when FBO closed or local weather not available.

ELIZABETHTON, TN

ELIZABETHTON MUNI **RNAV (GPS) Rwy 6**

NA when local weather not available.

Categories A,B, 1700-2; Category C, 1700-3.

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ALTERNATE MINS

M2

NAME ALTERNATE MINIMUMS

FRANKFORT, KY

CAPITAL CITY RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.

GLASGOW, KY

GLASGOW MUNI RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
VOR/DME Rwy 7

NA when local weather not available.

Category D, 900-2½.

HENDERSON, KY

HENDERSON
CITY-COUNTY RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27

NA when local weather not available.

JACKSON, TN

MC KELLAR-
SIPES RGNL ILS or LOC Rwy 21
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
VOR Rwy 2

NA when local weather not available.

¹NA when control tower closed.

KNOXVILLE, TN

KNOXVILLE DOWNTOWN
ISLAND LOC Rwy 261
RNAV (GPS) Rwy 262
VOR/DME-B3

NA when local weather not available.

¹Categories A, B, 1000-2; Category C, 1000-3.

²Category C, 1000-2½.

³Category A, 900-2; Category B, 1000-2;

Category C, 1000-2½.

MC GHEE-TYSON ILS or LOC Rwy 5L1
ILS or LOC Rwy 23R1
RNAV (GPS) Rwy 23R2
RADAR-13

¹ILS, Category D, 700-2.

²Category D, 800-2½.

³Category E, 1000-3.

LEXINGTON, KY

BLUE GRASS ILS or LOC Rwy 4
ILS or LOC Rwy 22
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 27
VOR-A

NA when local weather not available.

NAME ALTERNATE MINIMUMS

LONDON, KY

LONDON-CORBIN COUNTY-
MAGEE FIELD ILS or LOC Rwy 61
RNAV (GPS) Rwy 62
RNAV (GPS) Rwy 242
VOR Rwy 62

NA when local weather not available.

¹ILS, LOC, Category C, 900-2½; Category D, 900-2½.

²Category C, 900-2½; Category D, 900-2½.

LOUISVILLE, KY

BOWMAN FIELD RNAV (GPS) Rwy 24
NA when local weather not available.

LOUISVILLE INTL

STANDIFORD FIELD ILS or LOC Rwy 17L1
ILS or LOC Rwy 17R1
ILS or LOC Rwy 35L2
ILS or LOC Rwy 35R2
RNAV (GPS) Rwy 293

¹Categories A,B, 900-2;Category C, 900-2½;
Category D, 900-3.

²Categories A,B, 900-2;Category C, 900-2½;
Category D, 900-2½.

³Category D, 800-2½.

MEMPHIS, TN

MEMPHIS INTL ILS or LOC Rwy 9
ILS or LOC Rwy 18C
ILS or LOC Rwy 18L
ILS or LOC Rwy 18R
ILS or LOC Rwy 27
ILS or LOC Rwy 36C
ILS or LOC Rwy 36L
ILS or LOC Rwy 36R

ILS, LOC, Category E, 800-2½.

MIDDLESBORO, KY

MIDDLESBORO-
BELL COUNTY RNAV (GPS)-A
NA when local weather not available.
Category A, 1700-2; Category B, 1800-2.

MILLINGTON, TN

MILLINGTON
RGNL JETPORT ILS or LOC Rwy 22123
RNAV (GPS) Rwy 434
RNAV (GPS) Rwy 224
VOR/DME or TACAN Rwy 224

¹NA when control tower closed or when local
weather not available.

²NA when local weather not available.

³ILS, Category E, 700-2½.LOC, Category E,
800-2½.

⁴Category E, 800-2½.

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ALTERNATE MINS

M3

NAME ALTERNATE MINIMUMS
MURFREESBORO, TN
 MURFREESBORO MUNI **NDB Rwy 21**
 NA when local weather not available.

NASHVILLE, TN
 JOHN C TUNE **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
 Category D, 1000-3.
 NA when local weather not available.

NASHVILLE INTL **ILS or LOC Rwy 2C¹**
RNAV (GPS) Y Rwy 2L²
¹ILS, LOC, Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
²Category D, 800-2½.

OWENSBORO, KY
 OWENSBORO-DAVISS
 COUNTY **ILS or LOC Rwy 36¹²³**
RNAV (GPS) Rwy 18²⁴
RNAV (GPS) Rwy 23²⁴
RNAV (GPS) Rwy 36²⁴
VOR or GPS Rwy 18¹⁴
VOR Rwy 5¹⁵
VOR Rwy 18¹⁴
VOR Rwy 36²⁴

- ¹NA when control tower closed.
²NA when local weather not available.
³ILS, Category C, 800-2; Category D, 800-2½.
 LOC, Category D, 800-2½.
⁴Category D, 800-2½.
⁵Category C, 800-2½; Category D, 800-2½.

PADUCAH, KY
 BARKLEY RGNL **ILS or LOC Rwy 4¹**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR Rwy 4
 NA when local weather not available.
¹NA when tower closed.

PRESTONSBURG, KY
 BIG SANDY RGNL **RNAV (GPS) Rwy 21**
 NA when local weather not available.

ROCKWOOD, TN
 ROCKWOOD MUNI **RNAV (GPS) Rwy 22**
VOR/DME Rwy 22
 NA when local weather not available.

NAME ALTERNATE MINIMUMS
SHELBYVILLE, TN
 BOMAR FIELD-
 SHELBYVILLE MUNI **RNAV (GPS) Rwy 18**
RNAV (GPS) Y Rwy 36
RNAV (GPS) Z Rwy 36¹
VOR Rwy 36
 NA when local weather not available.
¹Category C, 800-2½; Category D, 800-2½.

SMYRNA, TN
 SMYRNA **ILS Rwy 32¹³**
NDB Rwy 32¹²
RNAV (GPS) Rwy 14²
RNAV (GPS) Rwy 32²
VOR/DME Rwy 14²
VOR/DME Rwy 32²
¹NA when control tower closed.
²NA when local weather not available.
³ILS, Category D, 700-2.

SOMERSET, KY
 LAKE CUMBERLAND
 RGNL **ILS or LOC/DME Rwy 5¹**
RNAV (GPS) Y Rwy 5²
RNAV (GPS) Z Rwy 5, 800-2½
RNAV (GPS) Rwy 23³
 NA when local weather not available.
¹ILS, Category A, 700-2; Category B, 800-2;
 Category C, 800-2½; Category D, 900-2¾.
 LOC, Category C, 800-2½; Category D, 900-2¾.
²Category C, 800-2½, Category D, 900-2¾.
³Category C, 800-2½, Category D, 800-2½.

UNION CITY, TN
 EVERETT-STEWART **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
 NA when local weather not available.

WILLIAMSBURG, KY
 WILLIAMSBURG-WHITLEY
 COUNTY **RNAV (GPS) Rwy 2¹**
RNAV (GPS) Rwy 20
VOR/DME Rwy 20²
 NA when local weather not available.
¹Categories A, B, 1300-2; Categories C, D, 1300-3.
²Category D, 900-3.

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RADAR INSTRUMENT APPROACH MINIMUMS

CAMPBELL AAF (KHOP), (FORT CAMPBELL), KY (Orig 10098 USA)RADAR¹¹ - (E) 134.350x 237.5x 395.9x 258.3x 290.9x ∇ ELEV 572

| | <u>RWY</u> | <u>GS/TCH/RPI</u> | <u>CAT</u> | <u>DH/ MDA-VIS</u> | <u>HAT/ HATH/ HAA</u> | <u>CEIL-VIS</u> |
|-----------------------------|-----------------------|-------------------|------------|------------------------|-------------------------------|-----------------|
| RADAR-1¹³ | | | | | | |
| ASR | 5 ^{1 4 8 10} | | ABC | 940-1 | 384 | (400-1) |
| | | | DE | 940-1¼ | 384 | (400-1¼) |
| | 23 ^{5 9 10} | | AB | 980/40 | 408 | (500-¾) |
| | | | CD | 980/50 | 408 | (500-1) |
| | | | E | 980/60 | 408 | (500-1¼) |
| CIR¹² | 5-23 | | A | 1020-1 | 448 | (500-1) |
| | | | B | 1040-1 | 468 | (500-1) |
| | | | C | 1040-1½ | 468 | (500-1½) |
| | | | DE | 1140-2 | 568 | (500-2) |
| RADAR-2 | | | | | | |
| PAR ¹⁴ | 5 ^{1 2 3 4} | 3.0/50/941 | ABCDE | 756-¾ | 200 | (200-¾) |
| | 23 ^{2 3 5} | 3.0/55/1143 | ABCDE | 772/40 | 200 | (200-¾) |
| | 36 ^{1 3 6 7} | 3.0/45/814 | ABC | 808-1 | 250 | (300-1) |

¹Apch not auth when R-3701, R-3702A in use. ²FAF 4.9 miles from threshold. ³Glideslope intercept altitude 2200. ⁴Final approach course 045. ⁵Final approach course 225. ⁶FAF 5.0 miles from threshold. ⁷Final approach course 360. ⁸Recommended altitude 4 miles: 1880, 3 miles: 1560, 2 miles: 1240. ⁹Recommended altitude 4 miles: 1880, 3 miles: 1580, 2 miles: 1260. ¹⁰FAF 5.0 miles from threshold, minimum altitude 2200. ¹¹Lost Comm: As directed by ATC on initial contact. ¹²Circling NA SE of Rwy 5-23.

Missed Approach:

Rwy 5: Climb to 2500 direct FK LOM and hold NE, RT hdg 225 inbound.

Radar Missed Approach: Climb to 2200 for radar vectors.

Rwy 23: Climb to 1200, then climbing right turn to 2500 direct FK LOM and hold NE, RT hdg 225 inbound.

Radar Missed Approach: Climb to 2200 for radar vectors.

Rwy 36: Climb to 1200, then climbing right turn to 2500 direct FK LOM and hold NE, RT hdg 225 inbound.

Radar Missed Approach: Climb to 2200 for radar vectors.

¹³Radar Missed Approach: Climb to 2200 for radar vectors.

¹⁴PAR unavabl Sat-Sun 2300-0700Z++.

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

RADAR MINS

10126


RADAR INSTRUMENT APPROACH MINIMUMS

CHATTANOOGA, TN

Amdt. 9, OCT 27, 2005 (FAA)

ELEV 682

LOVELL FIELD

RADAR- 125.1 379.1 

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATH/ HAA CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATH/ HAA CEIL-VIS |
|----------|-----|------------|-----|-----------------|-------------------------------|-----|-----------------|-------------------------------|
| | | | | | | | | |
| ASR | 2 | | AB | 1140 /24 | 458 (500-½) | C | 1140 /40 | 458 (500-¾) |
| | | | D | 1140 /50 | 458 (500-1) | | | |
| | 20 | | AB | 1260 /24 | 587 (600-½) | C | 1260 /50 | 587 (600-1) |
| | | | D | 1260 /60 | 587 (600-1¼) | | | |
| | 33 | | AB | 1340 -1 | 669 (700-1) | C | 1340 -1¾ | 669 (700-1¼) |
| | | | D | 1340 -2 | 669 (700-2) | | | |
| CIRCLING | | | AB | 1340 -1 | 658 (700-1) | C | 1340 -1¾ | 658 (700-1¾) |
| | | | D | 1460 -2½ | 778 (800-2½) | | | |


When control tower closed, procedure not authorized.

KNOXVILLE, TN

Amdt. 22, MAY 12, 2005 (FAA)

ELEV 981

MC GHEE-TYSON


RADAR- 123.9 360.8 

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATH/ HAA CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATH/ HAA CEIL-VIS |
|----------|-----|------------|-----|-----------------|-------------------------------|-----|-----------------|-------------------------------|
| | | | | | | | | |
| ASR | 5R | | AB | 1420 -1 | 461 (500-1) | C | 1420 -1¾ | 461 (500-1¼) |
| | | | D | 1420 -1½ | 461 (500-1½) | | | |
| | 5L | | AB | 1420 /24 | 467 (500-½) | C | 1420 /40 | 467 (500-¾) |
| | | | D | 1420 /50 | 467 (500-1) | | | |
| | 23R | | AB | 1520 /40 | 539 (600-¾) | C | 1520 /50 | 539 (600-1) |
| | | | D | 1520 /60 | 539 (600-1¼) | | | |
| CIRCLING | 23L | | AB | 1520 -1¼ | 555 (600-1¼) | C | 1520 -1½ | 555 (600-1½) |
| | | | D | 1520 -1¾ | 555 (600-1¾) | | | |
| | | | AB | 1520 -1¼ | 539 (600-1¼) | C | 1540 -1½ | 559 (600-1½) |
| | | | D | 1620 -2 | 639 (600-2) | | | |
| | | | AB | 1520 -1¼ | 539 (600-1¼) | C | 1540 -1½ | 559 (600-1½) |
| | | | D | 1620 -2 | 639 (600-2) | | | |

For inoperative ALSF-2 Rwy 23R and MALSR Rwy 5L increase CAT E visibility ½ mile.

SABRE AHP (EOD), TN (Fort Campbell), (Amdt 3A, 10126 USA)

ELEV 593

RADAR - (E) 118.1 340.9  NA

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATH/ HAA | CEIL-VIS |
|-----|-----|------------|--------|----------------|----------------------|----------|
| | | | | | | |
| ASR | 23 | | COPTER | 1060-½ | 473 | (500-½) |
| | 5 | | COPTER | 1100-½ | 507 | (600-½) |

SE-1

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

10126

N2

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME

TAKE-OFF MINIMUMS

ASHLAND, KY

ASHLAND RGNL (DWU)
AMDT 4 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 600-2¾ or std. w/ a min. climb of 430' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 103° to 1200 before proceeding on course. **Rwy 28**, climb heading 283° to 1100 before turning right.

NOTE: **Rwy 10**, trees beginning 1.96 NM from departure end of runway, 1810' left of centerline, up to 100' AGL/ 979' MSL. Trees beginning 1.18 NM from departure end of runway, 2051' left of centerline, 100' AGL/899' MSL.

Rwy 28, trees beginning 200' from departure end of runway, 25' left of centerline, up to 100' AGL/640' MSL. Trees beginning 203' from departure end of runway, 341' left of centerline, up to 100' AGL/659' MSL.

NAME

TAKE-OFF MINIMUMS

ATHENS, TN

MCMINN COUNTY (MMI)
AMDT 1 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 400-2¾ or std. w/ min. climb of 230' per NM to 1800 or 1700 -3 for climb in visual conditions. **Rwy 20**, std. w/ min. climb of 260' per NM to 4900 or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 022° to 2200 before turning right or for climb in visual conditions: cross Mcminn County airport at or above 2400 before proceeding on course. **Rwy 20**, climb heading 202° to 1900 before turning left or for climb in visual conditions: cross Mcminn County airport at or above 2400 before proceeding on course.

NOTE: **Rwy 2**, trees beginning 420' from DER, 444' right of centerline, up to 69' AGL/988' MSL. Trees beginning 742' from DER, 1464' left of centerline, up to 102' AGL/ 1061' MSL. **Rwy 20**, trees and terrain beginning 43' from DER, 166' right of centerline, up to 49' AGL/868' MSL. Trees beginning 283' from DER, 407' left of centerline, up to 45' AGL/864' MSL.

BARDSTOWN, KY

SAMUELS FIELD

DEPARTURE PROCEDURE: **Rwy 2**, climb runway heading to 1100 before turning east.

BOLIVAR, TN

WILLIAM L. WHITEHURST FIELD

TAKE-OFF MINIMUMS: **Rwy 1**, 200-1. **Rwy 19**, 300-1.

BOWLING GREEN, KY

BOWLING GREEN-WARREN COUNTY RGNL
TAKE-OFF MINIMUMS: **Rwy 3**, 300-1.

BRISTOL-JOHNSON-KINGSFORT, TN

TRI-CITIES RGNL, TN/VA

TAKE-OFF MINIMUMS: **Rwy 5**, std. with a min. climb of 242' per NM to 2400, or 1000-3 for climb in visual conditions. **Rwy 23**, 300-1½ or std. with a min. climb of 294' per NM to 1700. **Rwy 27**, 400-2½ or std. with a min. climb of 524' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 5**, climbing left turn via heading 042° and GZG VOR/DME R-219 to 3500 before proceeding on course. For climb in visual conditions: Cross Tri-Cities Rgnl TN/VA airport at or above 2500 then climbing left turn via heading 042° and GZG VOR/DME R-219 to 3500 before proceeding on course. **Rwy 9**, climb via heading 094° then climbing left turn via GZG VOR/DME R-200 to 5400 before proceeding on course. **Rwy 23**, climb via heading 228° then climbing right turn via HMV VORTAC R-260 to 3700 before proceeding on course. **Rwy 27**, climb via heading 274° to 2800 before proceeding on course.

NOTE: **Rwy 5**, trees beginning 2048' from departure end of runway, 936' left of centerline, up to 90' AGL/1599' MSL. **Rwy 9**, tree 51' from departure end of runway, 389' left of centerline, 38' AGL/1528' MSL. Tree 264' from departure end of runway, 370' right of centerline, 46' AGL/1566' MSL. **Rwy 23**, trees beginning 3994' from departure end of runway, 149' right of centerline, up to 95' AGL/1645' MSL. Tree 3755' from departure end of runway, 299' left of centerline, 75' AGL/1592' MSL. Trees beginning 4056' from departure end of runway, within 10' of centerline, up to 95' AGL/1659' MSL. **Rwy 27**, radar antenna 4642' from departure end of runway, 588' left of centerline, 116' AGL/1811' MSL. Pipe beginning 339' from departure end of runway, 309' left of centerline, 26' AGL/1528' MSL. Trees beginning 1091' from departure end of runway, 348' left of centerline, up to 92' AGL/1756' MSL. Trees beginning 2823' from departure end of runway, 321' right of centerline, up to 100' AGL/1799' MSL. Pole 4666' from departure end of runway, 12' left of centerline, 53' AGL/1735' MSL. Pole 2660' from departure end of runway, 728' left of centerline, 18' AGL/1638' MSL. Terrain 12' from departure end of runway, 381' right of centerline, 0' AGL/1552' MSL.

CAMDEN, TN

BENTON COUNTY (0M4)

AMDT 1 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 037° to 900 before turning left.

NOTE: **Rwy 4**, trees beginning 539' from DER, 25' right of centerline, up to 100' AGL/534' MSL. Trees beginning 1067' from DER, 57' left of centerline, up to 100' AGL/549' MSL. Utility poles beginning 951' from DER, 325' left of centerline, 40' AGL/501' MSL. **Rwy 22**, trees beginning 1158' from DER, 597' left of centerline, up to 100' AGL/619' MSL. Trees beginning 1753' from DER, 925' right of centerline, up to 100' AGL/549' MSL.

CAMPBELL AAF (KHOP),

FORT CAMPBELL, KY. 08129

Rwy 5, 18, 23, 36 standard.
TAKE-OFF OBSTACLES: **Rwy 18**, Touchdown reflector 85' from DER, 109' left of centerline, 4' AGL/564' MSL. Touchdown reflector 104' from DER, 109' right of centerline, 4' AGL/563' MSL. **Rwy 23**, Tree line 1029' from DER, 541' left of centerline, 60' AGL/590' MSL. **Rwy 36**, Tree line 1199' from DER, 591' left of centerline, 60' AGL/607' MSL.

CENTERVILLE, TN

CENTERVILLE MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, 200-1.

CHATTANOOGA, TN

LOVELL FIELD (CHA)

AMDT 11 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15**, 300-2½ or std. with a min. climb of 360' per NM to 1100. **Rwy 33**, 500-3 or std. with a min. climb of 330' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 2**, climb via heading 019° to 2400 before turning. **Rwy 15**, climb via heading 147° to 1400 before turning. **Rwy 20**, climb via heading 199° to 2200 before turning. **Rwy 33**, climbing right turn heading 020° to 2900 before proceeding on course.

NOTE: **Rwy 2**, train 868' from DER, 596' right of centerline, 26' AGL/695' MSL. Trees beginning 937' from DER, 284' right of centerline, up to 80' AGL/738' MSL. Trees beginning 1466' from DER, 283' left of centerline, up to 80' AGL/744' MSL. **Rwy 15**, trees beginning 343' from DER, 197' right of centerline, up to 91' AGL/770' MSL. Vehicles on roadway, 489' from DER, on centerline, 17' AGL/687' MSL. Trees beginning 537' from DER, 242' left of centerline, up to 97' AGL/767' MSL. Poles 1011' from DER, 292' right of centerline, up to 130' AGL/809' MSL. Tree 4960' from DER, 1054' left of centerline, up to 103' AGL/917' MSL. Poles beginning 1.01 NM from DER, 1012' left of centerline, up to 86' AGL/946' MSL. Trees beginning 1.18 NM from DER, 351' right of centerline, up to 92' AGL/935' MSL. Trees beginning 1.83 NM from DER, 1883' left of centerline, up to 110' AGL/952' MSL.

Rwy 20, Tree 641' from DER, 538' left of centerline, 50' AGL/712' MSL. Trees beginning 2924' from DER, 910' right of centerline, up to 100' AGL/782' MSL. **Rwy 33**, trees beginning 236' from DER, 519' right of centerline, 50' AGL/719' MSL. Trees beginning 468' from DER, 264' left of centerline, 50' AGL/669' MSL. Trees beginning 478' from DER, 281' right of centerline, 60' AGL/717' MSL. Trees beginning 2424' from DER, 375' right of centerline, 60' AGL/787' MSL. Tree 4482' from DER, 262' right of centerline, 100' AGL/800' MSL. Tree 1.09 NM from DER, 1371' left of centerline, 100' AGL/845' MSL. Trees beginning 1.19 NM from DER, 3644' right of centerline, 100' AGL/947' MSL. Tree 1.53 NM from DER, 2884' right of centerline, up to 100' AGL/935' MSL, tree 1.75 NM from DER, 2483' left of centerline, up to 100' AGL/972' MSL.

CLARKSVILLE, TN

OUTLAW FIELD

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1 or std. w/ min. climb of 240' per NM to 800. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 5**, multiple trees beginning 29' from departure end of runway, 135' right of centerline, up to 100' AGL/650' MSL. Multiple trees beginning 787' from departure end of runway, 225' left of centerline, up to 100' AGL/626' MSL. Road 41' from departure end of runway, 122' right of centerline, up to 15' AGL/541' MSL. Terrain 32' from departure end of runway, 414' right of centerline, 0' AGL/535' MSL. **Rwy 17**, multiple trees and poles beginning 14' from departure end of runway, 251' right of centerline, up to 100' AGL/621' MSL. Multiple trees beginning 174' from departure end of runway, 212' left of centerline, up to 59' AGL/608' MSL. **Rwy 23**, multiple trees beginning 184' from departure end of runway, 61' right of centerline, up to 100' AGL/593' MSL. Multiple trees beginning 912' from departure end of runway, 106' left of centerline, up to 100' AGL/590' MSL. Road 162' from departure end of runway, 7' right of centerline, up to 15' AGL/551' MSL. Cross on church 752' from departure end of runway, 237' left of centerline, 52' AGL/587' MSL. **Rwy 35**, multiple trees, poles, and buildings beginning 929' from departure end of runway, 249' left of centerline, up to 75' AGL/645' MSL. Multiple trees, poles and transmission towers beginning 959' from departure end of runway, 147' right of centerline, up to 100' AGL/695' MSL.

CLEVELAND, TN

HARDWICK FIELD

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1 or std. with a min. climb of 380' per NM to 1800. **Rwy 21**, 400-2½ or std. with a min. climb of 230' per NM to 1900.

DEPARTURE PROCEDURE: **Rwy 3**, climb via heading 030° to 1800 before proceeding on course. **Rwy 21**, climbing right turn to 1900 direct GQO VORTAC before proceeding on course.

NOTE: **Rwy 3**, tree 845' from departure end of runway, 211' left of centerline, 89' AGL/963' MSL. Tree 4462' from departure end of runway, 1617' left of centerline, 100' AGL/1119' MSL. **Rwy 21**, tree 479' from departure end of runway, 222' right of centerline, 38' AGL/866' MSL. Tower 2.1 NM from departure end of runway, 1809' left of centerline, 305' AGL/1225' MSL.

COLUMBIA-MT. PLEASANT, TN

MAURY COUNTY

TAKE-OFF MINIMUMS: **Rwys 6, 24**, 400-1.

DEPARTURE PROCEDURE: **Rwy 24**, climb runway heading to 1800 before turning right.

COVINGTON, KY

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

AMDT 1 10098 (FAA)

NOTE: **Rwy 9**, trees beginning 4562' from DER, 900' left of centerline, up to 94' AGL/1003' MSL. Trees 3385' from DER, 1117' right of centerline, up to 59' AGL/988' MSL. **Rwy 18C**, trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL. Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL. **Rwy 18R**, trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL. **Rwy 36C**, trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL. **Rwy 36R**, light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL. Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

COVINGTON, TN

COVINGTON MUNI

NOTE: **Rwy 1**, vehicle on road 513' from departure end of runway, 13' right of centerline, up to 15' AGL/294' MSL.

Rwy 19, trees beginning 4626' from departure end of runway, 814' left of centerline, up to 100' AGL/399' MSL.

CROSSVILLE, TN

CROSSVILLE MEMORIAL-WHITSON FIELD

NOTE: **Rwy 8**, trees 31' from departure end of runway, 499' left of centerline, 60' AGL/1905' MSL. Trees 572' from departure end of runway, 499' left of centerline, 75' AGL/1889' MSL. Trees 8' from departure end of runway, 438' right of centerline, 30' AGL/1873' MSL. Bush 76' from departure end of runway, 213' right of centerline, 8' AGL/1872' MSL. **Rwy 26**, tree 43' from departure end of runway, 468' left of centerline, 26' AGL/1910' MSL. Numerous trees 94 to 576' from departure end of runway, 355 to 583' right of centerline, 40 to 70' AGL/1901 to 1927' MSL. Pole 141' from departure end of runway, 474' right of centerline, 50' AGL/1914' MSL. Tree 1083' from departure end of runway, 363' right of centerline, 74' AGL/1922' MSL. Tree 343' from departure end of runway, 538' left of centerline, 68' AGL/1939' MSL.

DANVILLE, KY

STUART POWELL FIELD (DVK)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19**, N/A - Obstacles. **Rwy 30**, 400 2½ or std. w/ min. climb of 284' per NM to 1600.

NOTES: **Rwy 12**, Trees beginning 1938' from departure end of runway, 604' left of centerline, up to 100' AGL/1100' MSL. Trees beginning 1536' from departure end of runway, 711' right of centerline, up to 100' AGL/1119' MSL. **Rwy 30**, Trees beginning 8' from departure end of runway, 21' left of centerline up to 100' AGL/1075' MSL. Building 247' from departure end of runway, 280' left of centerline, 12' AGL/1025' MSL. Trees beginning 1.4 NM from departure end of runway, 2725' left of centerline, up to 100' AGL/1399' MSL. Obstruction light DME and trees beginning 460' from departure end of runway, 114' right of centerline, up to 100' AGL/1105' MSL.



DAYTON, TN

MARK ANTON

DEPARTURE PROCEDURE: **Rwys 3,21**, climb runway heading to 2500 before turning west.

DICKSON, TN

DICKSON MUNI

TAKE-OFF MINIMUMS: **Rwy 17**, 400-2 or std. with a min. climb of 340' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 1400 before turning.

NOTE: **Rwy 17**, tower 9464' from departure end of runway, 2386' right of centerline, 306' AGL/1246' MSL. **Rwy 35**, trees 4589' from departure end of runway, 1555' left of centerline, 100' AGL/1039' MSL.

DYERSBURG, TN

DYERSBURG RGNL

NOTE: **Rwy 4**, trees 445' from departure end of runway, 400' left of centerline, 90' AGL/395' MSL.

Rwy 22, trees 1320' from departure end of runway, 490' right of centerline, 103' AGL/378' MSL.

ELIZABETHTON, TN

ELIZABETHTON MUNI

TAKE-OFF MINIMUMS: **Rwy 6**, NA-obstacles. **Rwy 24**, 600-2 w/ min. climb of 380' per NM to 7000 or 3500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 24**, climb heading 244° to 3300 before proceeding on course. For climb in visual conditions cross Elizabethton Muni Airport at or above 4900 before proceeding on course.

NOTE: **Rwy 24**, numerous trees beginning 1655' from departure end of runway, 931' right of centerline, up to 100' AGL/2099' MSL. Numerous trees 1.36 NM from departure end of runway, 2353' left of centerline, up to 100' AGL/2179' MSL. Powerline 5898' from departure end of runway, 973' left of centerline, up to 200' AGL/1759' MSL. Power line 1.13 NM from departure end of runway, 584' right of centerline, up to 200' AGL/1849' MSL.

ELIZABETHTOWN, KY

ADDDINGTON FIELD

DEPARTURE PROCEDURE: **Rwy 5**, climb via heading 050° to 1800 before proceeding on course.

NOTE: **Rwy 5**, multiple trees beginning 1404' from departure end of runway, 466' left of centerline, up to 96' AGL/835' MSL. **Rwy 23**, multiple trees and powerlines beginning 7' from departure end of runway, 372' left of centerline, up to 100' AGL/899' MSL. Multiple trees and powerlines beginning 2416' from departure end of runway, 25' right of centerline, up to 100' AGL/869' MSL.

FALMOUTH, KY

GENE SNYDER

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1½ or std. w/ a min. climb of 417' per NM to 1300.

NOTE: **Rwy 3**, tower 5831' from departure end of runway, 340' left of centerline, 106' AGL/1037' MSL. **Rwy 21**, trees beginning 300' from departure end of runway, left and right of centerline, up to 100' AGL/979' MSL.

FAYETTEVILLE, TN

FAYETTEVILLE MUNI

NOTE: **Rwy 2**, trees 820' from departure end of runway, 520' left of centerline, 70' AGL/1052' MSL. Trees 2430' from departure end of runway, 25' right of centerline, 78' AGL/1050' MSL. **Rwy 20**, trees 875' from departure end of runway, 420' left of centerline, 65' AGL/996' MSL. Trees 1370' from departure end of runway, 60' right of centerline, 65' AGL/1014' MSL. Trees 1720' from departure end of runway, 300' left of centerline, 60' AGL/1008' MSL. Trees 2070' from departure end of runway, 200' left of centerline, 70' AGL/1029' MSL.

FLEMINGSBURG, KY

FLEMING-MASON (FGX)

ORIG 09127 (FAA)

NOTE: **Rwy 7**, tree 53' from DER, 498' right of centerline, 50' AGL/929' MSL. **Rwy 25**, tree 126' from DER, 158' right of centerline, 34' AGL/914' MSL. Tree 525' from DER, 152' right of centerline, 41' AGL/921' MSL. Tree 505' from DER, 127' right of centerline, 38' AGL/918' MSL. Tree 587' from DER, 201' right of centerline, 40' AGL/920' MSL.

FRANKFORT, KY

CAPITAL CITY

NOTE: **Rwy 6**, tree 1238' from departure end of runway, 828' left of centerline, 60' AGL/879' MSL. Tree 1933' from departure end of runway, 937' left of centerline, 37' AGL/896' MSL. Tree 1986' from departure end of runway, 767' left of centerline, 55' AGL/894' MSL. Tree 1631' from departure end of runway, 675' left of centerline, 63' AGL/872' MSL. Tree 2151' from departure end of runway, 142' left of centerline, 59' AGL/878' MSL. Tree 2133' from departure end of runway, 489' right of centerline, 49' AGL/876' MSL. **Rwy 24**, tree 1745' from departure end of runway, 908' right of centerline, 80' AGL/909' MSL. Tree 1967' from departure end of runway, 847' right of centerline, 81' AGL/900' MSL. Tree 887' from departure end of runway, 736' from centerline, 70' AGL/869' MSL.

GALLATIN, TN

SUMNER COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1 or std. with a min. climb of 320' per NM to 1000.

NOTE: **Rwy 35**, trees 913' from departure end of runway, 278' left of centerline, 71' AGL/655' MSL. Trees 5701' from departure end of runway, 175' right of centerline, 100' AGL/839' MSL.

GEORGETOWN, KY

GEORGETOWN SCOTT COUNTY - MARSHALL FLD (27K)

ORIG 08045 (FAA)

NOTE: **Rwy 3**, Trees 3572' from departure end of runway, 162' left of centerline, 95' AGL/1042' MSL. **Rwy 21**, Vehicle on road 270' from departure end of runway, 51' left of centerline, 15' AGL/944' MSL.



GLASGOW, KY

GLASGOW MUNI (GLW)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1 or std. w/ min. climb of 656' per NM to 1000. **Rwy 25**, 300-1 or std. w/ min. climb of 281' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 073° to 1200 before proceeding southbound.

NOTE: **Rwy 7**, tree 2116' from departure end of runway, 1048' left of centerline, 100' AGL/889' MSL. Tree 2335' from departure end of runway, 910' left of centerline, 100' AGL/869' MSL. Terrain beginning 48' from departure end of runway, 9' left of centerline, up to 0' AGL/785' MSL. Terrain beginning 182' from departure end of runway, 68' right of centerline, up to 0' AGL/729' MSL. Tree 2047' from departure end of runway, 1039' left of centerline, up to 100' AGL/889' MSL. **Rwy 25**, multiple trees beginning 4669' from departure end of runway, 782' left and right of centerline, 100' AGL/869' MSL.

GODMAN AAF (KFTK)

FORT KNOX, KY

..... Rwy 15, 300-1
Rwy 15, 18, 33, 36, climb runway heading to 1200 before turning.

GREENEVILLE, TN

GREENEVILLE-GREENE COUNTY MUNI (GCY)
AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 400-1½. **Rwy 23**, 300-1½ or std. w/ min. climb of 337' per NM to 2000.

DEPARTURE PROCEDURE: **Rwys 5**, climb heading 051° to 4100 before turning right. **Rwy 23**, climb heading 231° to 4400 before turning left.

NOTE: **Rwy 5**, trees 694' from DER, 302' left of centerline, 100' AGL/1719' MSL. Trees beginning 1035' from DER, 707' right of centerline, up to 100' AGL/1959' MSL. **Rwy 23**, trees 1347' from DER, 162' left of centerline, 100' AGL/1679' MSL. Trees 2665' from DER, 1193' right of centerline, 100' AGL/1699' MSL. Tower 1 NM from DER, 163' left of centerline, 125' AGL/1770' MSL.

GREENVILLE, KY

MUHLBURG COUNTY

TAKE-OFF MINIMUMS: **Rwys 5, 23**, 300-1.

HARTFORD, KY

OHIO COUNTY (7K4)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 500-3 or std. w/ min. climb of 255' per NM to 1200.

NOTE: **Rwy 3**, trees 460' from departure end of runway, 232' left of centerline, 47' AGL/582' MSL. Terrain beginning 23' from departure end of runway, 197' right of centerline, up to 579' MSL. Tower 2.5 NM from departure end of runway, 3516' right of centerline, 290' AGL/950' MSL. **Rwy 21**, trees 295' from departure end of runway, 26' left of centerline, 18' AGL/548' MSL.

HAZARD, KY

WENDELL H. FORD

TAKE-OFF MINIMUMS: **Rwys 6, 14**, 400-1.

Rwys 24, 32, 300-1.

DEPARTURE PROCEDURE: **Rwy 24**, climb runway heading to 2000 before turning on course.

HENDERSON, KY

HENDERSON CITY-COUNTY

DEPARTURE PROCEDURE: **Rwy 9**, climb to 800 on runway heading before turning north.

HOHENWALD, TN

JOHN A. BAKER FIELD (0M3)

ORIG 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20**, 300-1½ or std. w/ min. climb of 246' per NM to 1300.

NOTE: **Rwy 2**, vehicle on road, 16' from DER, 121' right of centerline, up to 17' AGL/996' MSL. Vehicles on road 119' from DER, left and right of centerline, up to 17' AGL/996' AGL. Trees beginning 812' from DER, left and right of centerline, up to 100' AGL/1099' MSL.

Rwy 20, trees beginning 655' from DER, 544' right of centerline, up to 100' AGL/1059' MSL. Trees beginning 1682' from DER, 597' left of centerline, up to 100' AGL/1059' MSL. Powerlines, 1.2 NM from DER, left and right of centerline, up to 169' AGL/1149' MSL.

HOPKINSVILLE, KY

HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

AMDT 1 08353 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1 or std. w/ min. climb of 275' per NM to 800. **Rwy 26**, 300-1½ or std. w/ min. climb of 260' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 080° to 800 before proceeding on course. **Rwy 26**, climb heading 258° to 1100 before turning north.

NOTE: **Rwy 8**, trees beginning 2876' from departure end of runway, 97' right of centerline, up to 100' AGL/669' MSL. Powerlines 3454' from departure end of runway, 852' left of centerline, 79' AGL/658' MSL. Trees beginning 3463' from departure end of runway, 1049' left of centerline, up to 100' AGL/739' MSL. **Rwy 26**, trees beginning 61' from departure end of runway, 2' left of centerline, up to 100' AGL/639' MSL. Trees beginning 758' from departure end of runway, 353' right of centerline, up to 100' AGL/629' MSL. Tower 2260' from departure end of runway, 582' left of centerline, 130' AGL/670' MSL. Elevator, 1.4 miles from departure end of runway, 1278' right of centerline, 201' AGL/780' MSL.

HUMBOLDT, TN

HUMBOLDT MUNI

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1. **Rwy 22**, 200-1.

HUNTINGDON, TN

CARROLL COUNTY

DEPARTURE PROCEDURE: **Rwy 1**, climb runway heading to 1100 before turning west.

**TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

10266

JACKSBORO, TN
CAMPBELL COUNTY

TAKE-OFF MINIMUMS: **Rwy 5**, std. w/ min. climb of 477' per NM to 3400, or 200-1 w/ min. climb of 308' per NM to 3400, or 1600-2½ for climb in visual conditions. **Rwy 23**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 049° to 3400 before proceeding on course or for climb in visual conditions: cross Campbell County Airport at or above 2600 then proceed on VXX R-336 to 3600 before proceeding on course. Do not exceed 210 KIAS until established on VXX R-336 southeastbound.

NOTE: **Rwy 5**, multiple trees beginning 369' from departure end of runway, 579' right of centerline, up to 100' AGL/1279' MSL. Multiple trees beginning 2672' from departure end of runway, 140' left of centerline, up to 100' AGL/1339' MSL.

JACKSON, KY**JULIAN CARROLL**

TAKE-OFF MINIMUMS: **Rwy 1**, 400-1 or std. with a min. climb of 250' per NM to 1900.

NOTE: **Rwy 1**, tree 2 miles north of departure end of runway, on centerline, 100' AGL/1700' MSL.

JACKSON, TN**MCKELLAR / SIPES RGNL (MKL)**

AMDT 1 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 023° to 1100 before turning right.

NOTE: **Rwy 2**, vehicles on roadway beginning 489' from DER, 594' left of centerline, up to 15' AGL/439' MSL. Trees beginning 782' from DER, 97' left of centerline, up to 100' AGL/491' MSL. Poles and trees beginning 880' from DER, 599' of centerline, up to 100' AGL/456' MSL. Antenna 2043' from DER, 947' left of centerline, 61' AGL/470' MSL. **Rwy 11**, trees beginning 787' from DER, 71' left of centerline, up to 77' AGL/476' MSL. Trees beginning 1080' from DER, 215' right of centerline, up to 100' AGL/509' MSL. **Rwy 20**, vehicles on roadway beginning 41' from DER, 221' right of centerline, up to 15' AGL/444' MSL. Trees beginning 2970' from DER, 877' left of centerline, up to 100' AGL/528' MSL. Trees beginning 2416' from DER, 1040' right of centerline, up to 100' AGL/532' MSL. Powerlines beginning 1893' from DER, 972' right of centerline, 40' AGL/499' MSL. **Rwy 29**, light pole 40' from DER, 402' left of centerline, 70' AGL/449' MSL. Vehicles on roadway beginning 165' from DER, left and right of centerline, up to 17' AGL/434' MSL. Trees beginning 1362' from DER, 360' right of centerline, up to 100' AGL/486' MSL. Trees beginning 1738' from DER, 55' left of centerline, up to 100' AGL/499' MSL.

JAMESTOWN, KY**RUSSELL COUNTY (K24)**

ORIG 08017 (FAA)

NOTE: **Rwy 17**, trees 2071' from departure end of runway, 234' right of centerline, 54' AGL/1012' MSL. **Rwy 35**, trees 2500' from departure end of runway, 99' left of centerline, 65' AGL/1076' MSL.

JAMESTOWN, TN**JAMESTOWN MUNI (2A1)**

ORIG 09267 (FAA)

NOTE: **Rwy 18**, trees beginning 1013' from DER, left and right of centerline, up to 100' AGL/1819' MSL. **Rwy 36**, trees beginning 1392' from DER, left and right of centerline, up to 100' AGL/1819' MSL.

JASPER, TN**MARION COUNTY-BROWN FIELD**

TAKE-OFF MINIMUMS: **Rwy 4**, 1600-2 or std. with a min. climb of 410' per NM to 2400. **Rwy 22**, 1300-2 or std. with a min. climb of 260' per NM to 2200.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 025° to 4000 before proceeding on course. **Rwy 22**, climb runway heading to 4000 before proceeding on course.

KNOXVILLE, TN**KNOXVILLE DOWNTOWN ISLAND (DKX)**

AMDT 5 10238 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 400-2½ or std. w/ min. climb of 395' per NM to 1400. **Rwy 26**, 500-2½ w/ min. climb of 204' per NM to 1400 or 2600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 085° to intercept VXX R-053 to 4100 before proceeding on course. **Rwy 26**, climb heading 245° to intercept VXX R-275 to 3100 before proceeding on course or for climb in visual conditions cross Knoxville Downtown Island Airport at or above 3300 before proceeding on course.

NOTE: **Rwy 8**, trees beginning 31' from DER, 142' left of centerline, up to 96' AGL/871' MSL. Trees beginning 2662' from DER, 856' right of centerline, up to 100' AGL/1219' MSL. **Rwy 26**, trees beginning 1792' from DER, 883' right of centerline, up to 57' AGL/1056' MSL. Trees beginning 4606' from DER, 1153' left of centerline, up to 100' AGL/1239' MSL. Trees and buildings 1.65 NM from DER, 1241' left of centerline, up to 100' AGL/1259' MSL. Trees and buildings beginning 1.67 NM from DER, 2666' right of centerline, up to 100' AGL/1328' MSL.

MCGHEE-TYSON

DEPARTURE PROCEDURE: Comply with SID or RADAR vectors, or; climb runway heading to 4000 before turning on course.

LAFAYETTE, TN**LAFAYETTE MUNI (3M7)**

ORIG 09099 (FAA)

NOTE: **Rwy 1**, road + vehicle 666' from DER, on centerline, 17' AGL/976' MSL. Tree 1120' from DER, 356' left of centerline, 51' AGL/992' MSL. **Rwy 19**, tree 2490' from DER, 509' right of centerline, 90' AGL/1039' MSL. Tree 2643' from DER, 359' right of centerline, 85' AGL/1060' MSL. Tree 2767' from DER, 406' right of centerline, 91' AGL/1078' MSL. Tree 3387' from DER, 220' right of centerline, 93' AGL/1092' MSL.

10266

**TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**



LAWRENCEBURG, TN

LAWRENCEBURG-LAWRENCE COUNTY
(2M2)
ORIG 09099 (FAA)

NOTE: **Rwy 17**, trees 10' from DER, 466' right of centerline, 100' AGL/1019' MSL. Vehicle on road 200' from DER, 526' left of centerline, 15' AGL/944' MSL.
Rwy 35, trees 300' left of centerline, 100' AGL/1029' MSL. Trees, powerlines and vehicle on road 1395' from DER, on centerline, up to 100' AGL/1059' MSL.

LEBANON, TN

LEBANON MUNI (M54)
AMDT 1 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4,22**, NA-Obstacles.
Rwy 19, std. w/ min. climb of 285' per NM to 1500, or 1100-2% for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 19**, for climb in visual conditions cross Lebanon Muni airport at or above 1500 MSL before proceeding on course.
NOTE: **Rwy 1**, trees beginning 432' from DER, 313' right of centerline, up to 63' AGL/662' MSL. Road 348' from DER, 166' right of centerline, 15' AGL/568' MSL. Power pole 1174' from DER, 445' right of centerline, 38' AGL/597' MSL. Tree 2136' from DER, 8' left of centerline, 63' AGL/612' MSL. **Rwy 19**, trees beginning 1339' from DER, 342' right of centerline, up to 74' AGL/844' MSL. Road 334' from DER, 206' right of centerline, 15' AGL/607' MSL. Trees beginning 2085' from DER, 511' left of centerline, up to 68' AGL/749' MSL.

LEWISBURG, TN

ELLINGTON
TAKE-OFF MINIMUMS: **Rwy 20**, 500-1.

LEWISPORT, KY

HANCOCK CO-RON LEWIS FIELD (KY8)
ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1¼ or std. w/ min. climb of 394' per NM to 700. **Rwy 23**, 400-1¼ or std. w/ a min. climb of 342' per NM to 900.
DEPARTURE PROCEDURE: Procedure NA at night.
NOTE: **Rwy 5**, trees beginning 206' from DER, 61' right of centerline, up to 100' AGL/599' MSL. **Rwy 23**, trees beginning 2778' from DER, 1230' right of centerline, up to 100' AGL/509' MSL. Tower 1.4 NM from DER, 1460' left of centerline, 300' AGL/770' MSL.

LEXINGTON, KY

BLUE GRASS (LEX)
AMDT 7 10266 (FAA)

NOTE: **Rwy 4**, trees beginning 301' from DER, 502' left of centerline, up to 100' AGL/1039' MSL. Light 710' from DER, 657' right of centerline, 35' AGL/955' MSL. Trees beginning 898' from DER, 501' right of centerline, up to 70' AGL/1041' MSL. Trees beginning 1921' from DER, 520' left of centerline, up to 100' AGL/1042' MSL. **Rwy 9**, antenna on glideslope 685' from DER, 189' right of centerline, 34' AGL/1014' MSL. Trees beginning 1521' from DER, 905' left of centerline, up to 100' AGL/1039' MSL. **Rwy 22**, trees beginning 6' from DER, 494' right of centerline, up to 100' AGL/999' MSL. Trees beginning 374' from DER, 208' left of centerline, up to 100' AGL/1019' MSL. Pole 4382' from DER, 1383' left of centerline, 110' AGL/1080' MSL. **Rwy 27**, trees beginning 15' from DER, 453' left of centerline, up to 100' AGL/1059' MSL. Trees beginning 456' from DER, 438' right of centerline, up to 100' AGL/1049' MSL.

LEXINGTON-PARSONS, TN

BEECH RIVER RGNL

NOTE: **Rwy 1**, trees beginning 269' from departure end of runway, 179' right of centerline, up to 100' AGL/619' MSL. Trees beginning 258' from departure end of runway, 224' left of centerline, up to 100' AGL/599' MSL. **Rwy 19**, trees beginning 157' from departure end of runway, 259' right of centerline, up to 100' AGL/579' MSL. Trees beginning 227' from departure end of runway, 299' left of centerline, up to 100' AGL/549' MSL.

LIVINGSTON, TN

LIVINGSTON MUNI (8A3)
AMDT 2 09295 (FAA)

DEPARTURE PROCEDURE: **Rwy 21**, climb heading 215° to 1900 before proceeding on course.
NOTE: **Rwy 3**, trees beginning from 173' from DER, 133' left of centerline, up to 100' AGL/1499' MSL. Trees beginning from 282' from DER, 180' right of centerline, up to 100' AGL/1439' MSL. **Rwy 21**, trees beginning from 60' from DER, 186' right of centerline, up to 100' AGL/1459' MSL.

LONDON, KY

LONDON-CORBIN AIRPORT-MAGEE FIELD

TAKE-OFF MINIMUMS: **Rwy 6**, 500-2 or std. with a min. climb of 449' per NM to 1900.
NOTE: **Rwy 6**, tower 1.58 NM from departure end of runway, 1369' left of centerline, 192' AGL/1659' MSL. **Rwy 24**, tree 1400' from departure end of runway, 150' left of centerline, 42' AGL/1253' MSL, tree 3387' from departure end of runway, 822' right of centerline, 100' AGL/1349' MSL.





LOUISVILLE, KY

BOWMAN FIELD (LOU)

AMDT 3 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, 300-1 or std. w/ min. climb of 350' per NM to 900. **Rwy 33**, 300-1 3/4 or std. w/ min. climb of 205' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway.

NOTE: **Rwy 6**, trees beginning 361' from departure end of runway, 223' left of centerline, up to 95' AGL/625' MSL. Trees beginning 372' from departure end of runway, 32' right of centerline, up to 99' AGL/619' MSL. **Rwy 15**, trees beginning 77' from departure end of runway, 112' left of centerline, up to 88' AGL/588' MSL. Trees beginning 153' from departure end of runway, 107' right of centerline, up to 94' AGL/594' MSL. **Rwy 24**, trees beginning 137' from departure end of runway, 77' left of centerline, up to 103' AGL/643' MSL. Trees beginning 329' from departure end of runway, 68' right of centerline, up to 103' AGL/643' MSL. Antenna 4828' from departure end of runway, 1728' right of centerline, 147' AGL/697' MSL. **Rwy 33**, trees beginning 198' from departure end of runway, on centerline, up to 62' AGL/602' MSL. Trees beginning 184' from departure end of runway, 264' right of centerline, up to 81' AGL/621' MSL. Antenna 9019' from departure end of runway, 1421' right of centerline, 245' AGL/770' MSL.

LOUISVILLE, KY (CON'T)

LOUISVILLE INTL-STANDFORD FIELD

TAKE-OFF MINIMUMS: **Rwy 17L**, std. w/ a min. climb of 234' per NM to 1300. **Rwy 17R**, std. w/ a min. climb of 249' per NM to 1300. **Rwy 35L**, 300-2 or std. w/ a min. climb of 222' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 11**, tree 1561' from departure end of runway, 855' left of centerline, 76' AGL/556' MSL. Tree 1466' from departure end of runway, 848' right of centerline, 72' AGL/552' MSL. Sign 928' from departure end of runway, 705' left of centerline, 25' AGL/505' MSL. **Rwy 17L**, light tower 622' from departure end of runway, 643' right of centerline, 25' AGL/496' MSL. Obstruction light on DME 498' from departure end of runway, 299' right of centerline, 14' AGL/485' MSL. Multiple trees and lighted towers beginning 328' from departure end of runway, 302' left of centerline, up to 89' AGL/560' MSL. Sign 723' from departure end of runway, 637' left of centerline, 26' AGL/502' MSL. **Rwy 17R**, vent on building, 1409' from departure end of runway, 807' left of centerline, 41' AGL/502' MSL. Pole 2241' from departure end of runway, 1013' left of centerline, 64' AGL/525' MSL. Pole 1609' from departure end of runway, 680' left of centerline, 42' AGL/503' MSL. **Rwy 29**, tree 1033' from departure end of runway, 73' right of centerline, 44' AGL/521' MSL. Obstruction light on glideslope 474' from departure end of runway, 399' right of centerline, 49' AGL/526' MSL. Tree 1257' from departure end of runway, 809' left of centerline, 73' AGL/550' MSL. Stack 1213' from departure end of runway, 329' left of centerline, 41' AGL/518' MSL. Multiple lighted towers beginning 873' from departure end of runway, 224' left of centerline, up to 83' AGL/560' MSL. **Rwy 35L**, multiple trees and lighted towers beginning 258' from departure end of runway, 115' left of centerline, up to 267' AGL/757' MSL. Multiple trees and lighted towers beginning 270' from departure end of runway, 231' right of centerline, up to 70' AGL/560' MSL. **Rwy 35R**, multiple trees and lighted towers beginning 542' from departure end of runway, 303' right of centerline, up to 79' AGL/580' MSL.

MADISONVILLE, KY

MADISONVILLE MUNI (210)

ORIG 08045 (FAA)

NOTE: **Rwy 5**, Vehicle on road 163' from departure end of runway, 525' right of centerline, 15' AGL/434' MSL. Vehicle on road 466' from departure end of runway, 597' left of centerline, 15' AGL/454' MSL. **Rwy 23**, Vehicle on road 563' from departure end of runway, 608' right of centerline, 15' AGL/464' MSL. Pole 910' from departure end of runway, 590' left of centerline, 98' AGL/537' MSL.

MADISONVILLE, TN

MONROE COUNTY

DEPARTURE PROCEDURE: **Rwy 5**, climb via runway heading and VXXV VORTAC R-231 northeastbound to 3100' before turning. **Rwy 23**, climb via runway heading and VXXV VORTAC R-231 southwestbound to 2700' before turning.

NOTE: **Rwy 5**, building 2340' from departure end of runway, 263' left of centerline, 88' AGL/1089' MSL.

Rwy 23, trees 1188' from departure end of runway, 211' left of centerline, 74' AGL/1105' MSL.





MAYFIELD, KY

MAYFIELD GRAVES COUNTY (M25)
AMDT 2 10154 (FAA)

NOTE: **Rwy 18**, tree 58' from DER, 140' right of centerline, 100' AGL/629' MSL. Trees beginning 264' from DER, 8' left of centerline, 100' AGL/629' MSL.
Rwy 36, tree 52' from DER, 144' right of centerline, 100' AGL/619' MSL. Tree 185' from DER, 310' left of centerline, 100' AGL/619' MSL.

MC MINNVILLE, TN

WARREN COUNTY MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 23**, 300-1 or std. with a min. climb of 400' per NM climb to 2200.

MEMPHIS, TN

GENERAL DEWITT SPAIN

TAKE-OFF MINIMUMS: **Rwy 17**, std. with min. climb of 240' per NM to 1100, or 1200-2 1/2 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17**, for climb in visual conditions, cross General Dewitt Spain Airport at or above 1100 before proceeding on course. **Rwy 35**, climb via heading 347° to 1000 before proceeding on course.

MEMPHIS INTL (MEM)

ADMT 2 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27**, 300-1 1/4 or std. w/ min. climb of 224' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTE: **Rwy 9**, light pole and multiple trees beginning 1498' from departure end of runway, 800' left of centerline, up to 81' AGL/390' MSL. **Rwy 18L**, multiple trees beginning 1262' from departure end of runway, 601' left of centerline, up to 90' AGL/419' MSL. Multiple trees beginning 2692' from departure end of runway, 224' right of centerline, up to 84' AGL/413' MSL. **Rwy 18C**, tree 2788' from departure end of runway, 288' left of centerline, 94' AGL/413' MSL. Multiple trees beginning 1693' from departure end of runway, 507' right of centerline, up to 96' AGL/435' MSL. **Rwy 18R**, pole, VORTAC, and multiple trees beginning 2570' from departure end of runway, 1011' left of centerline, up to 93' AGL/452' MSL. Multiple trees beginning 1519' from departure end of runway, 790' right of centerline, up to 71' AGL/420' MSL. **Rwy 27**, tree 4145' from departure end of runway, 1328' left of centerline, 112' AGL/361' MSL. Antenna 5413' from departure end of runway, 1499' left of centerline, 158' AGL/407' MSL. Tree 785' from departure end of runway, 682' right of centerline, 75' AGL/324' MSL. **Rwy 36C**, light pole 1949' from departure end of runway, 928' right of centerline, 67' AGL/336' MSL.

MIDDLESBORO, KY

MIDDLESBORO-BELL COUNTY

TAKE-OFF MINIMUMS: **Rwy 10**, std. w/ min. climb of 736' per NM to 3500, or 2500-3 for climb in visual conditions. **Rwy 28**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 10**, climb via heading 103° to 3500 before proceeding on course. For climb in visual conditions: cross Middlesboro-Bell County Airport at or above 3500 before proceeding on course.

NOTE: **Rwy 10**, road and vehicle 264' from departure end of runway, on centerline, 17' AGL/1166' MSL. Trees 52' from departure end of runway, 223' right of centerline, 100' AGL/1249' MSL. Trees 617' from departure end of runway, 100' AGL/1249' MSL. Tower 5066' from departure end of runway, 1033' left of centerline, 198' AGL/1335' MSL. Trees 1 NM from departure end of runway, 1354' right of centerline, 100' AGL/1379' MSL. Trees 1.67 NM from departure end of runway, 1900' left of centerline, 100' AGL/1599' MSL. Numerous trees beginning 2 NM from departure end of runway, 3200' left and right of centerline, upsloping on Cumberland Mountain, up to 100' AGL/2499' MSL. 200' AAO 3.15 NM from departure end of runway, 1191' left of centerline, 200' AGL/2899' MSL.

MILLINGTON, TN

CHARLES W. BAKER

DEPARTURE PROCEDURE: **Rwys 18**, climb runway heading to 1500 before turning left.

MONTICELLO, KY

WAYNE COUNTY

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1 or std. with a min. climb of 250' per NM to 1800.

DEPARTURE PROCEDURE: **Rwys 3, 21**, climb runway heading to 1800 before proceeding on course.

MOREHEAD, KY

MOREHEAD - ROWAN COUNTY CLYDE A.

THOMAS RGNL (M97)

ORIG 08325 (FAA)

NOTE: **Rwy 2**, trees 777' from departure end of runway, 494' left of centerline up to 77' AGL/1096' MSL. **Rwy 20**, trees 1595' from departure end of runway, 716' left of centerline up to 71' AGL/1090' MSL. Vehicle on road 10' from departure end of runway, 435' left of centerline up to 17' AGL/1029' MSL. Trees 432' from departure end of runway, 534' right of centerline up to 75' AGL/1054' MSL.



MORRISTOWN, TN

MOORE-MURRELL (MOR)
AMDT 6 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, std. w/ min. climb of 354' per NM to 2500 or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5**, for climb in visual conditions cross Moore-Murrell airport at or above 2200 then via VXX VORTAC R-060 inbound to 4000 before proceeding on course. **Rwy 23**, climb heading 233° and VXX VORTAC R-060 inbound to 4000 before proceeding on course.

NOTE: **Rwy 5**, pole 2187' from DER, 517' right of centerline, up to 16' AGL/1356' MSL. Vehicle on road 2019' from DER, 1018' left of centerline, up to 17' AGL/1337' MSL. Windsock 66' from DER, 189' left of centerline, up to 8' AGL/1282' MSL. Railroad at DER, 295' right of centerline, up to 15' AGL/1288' MSL. Trees beginning 1065' from DER, 464' left of centerline, up to 54' AGL/1414' MSL. Trees beginning 191' from DER, 274' right of centerline, up to 51' AGL/1311' MSL.

Rwy 23, pole 1442' from DER, 451' right of centerline, up to 54' AGL/1367' MSL. Vehicle on road 23' from DER, 337' left of centerline, up to 17' AGL/1367' MSL. Vehicle on road 1246' from DER, 113' right of centerline, up to 17' AGL/1369' MSL. Trees beginning 1774' from DER, 753' right of centerline, up to 100' AGL/1460' MSL. Buildings 1583' from DER, 690' right of centerline, up to 30' AGL/1370' MSL.

MOUNT STERLING, KY

MOUNT STERLING-MONTGOMERY COUNTY (IOB)
AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 500-3 or std. with a min. climb of 225' per NM to 1600.

NOTE: **Rwy 3**, tower 2.6 NM from DER, 1674' right of centerline, 415' AGL/1425' MSL. Trees beginning 33' from DER, 494' left of centerline, up to 100' AGL/1029' MSL. Trees beginning 271' from DER, 568' right of centerline, up to 100' AGL/1019' MSL. **Rwy 21**, trees beginning at DER, 289' left of centerline, up to 100' AGL/1149' MSL. Trees beginning 301' from DER, 380' right of centerline, up to 100' AGL/1109' MSL.

MOUNTAIN CITY, TN

JOHNSON COUNTY (6A4)
ORIG 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 3400-3 for climb in visual conditions. **Rwy 24**, 1100-3 with min. climb of 510' per NM to 5700, or 3400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6**, for climb in visual conditions (NA at night): cross Johnson County Airport at or above 5500 MSL before proceeding on course.

Rwy 24, for climb in visual conditions (NA at night): cross Johnson County airport at or above 5500 MSL before proceeding on course.

MURFREESBORO, TN

MURFREESBORO MUNI (MBT)
AMDT 3 10266 (FAA)

DEPARTURE PROCEDURE: climb heading 184° to 1400 before turning right.

NOTE: **Rwy 18**, trees beginning 194' from DER, 110' left of centerline to 133' right of centerline, up to 87' AGL/706' MSL. Building 655' from DER, 305' left of centerline, up to 18' AGL/637' MSL. **Rwy 36**, trees beginning 31' from DER, 97' left of centerline to 105' right of centerline, up to 100' AGL/709' MSL.

MURRAY, KY

KYLE-OAKLEY FIELD

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1.

NASHVILLE, TN

JOHN C. TUNE

DEPARTURE PROCEDURE: **Rwy 2**, climb runway heading to 3000 before turning right. **Rwy 20**, climb runway heading to 3000 before turning.

NASHVILLE INTL (BNA)

AMDT 7 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, std. w/ min. climb of 240' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 20L**, climb heading 200° to 1400 before turning right. **Rwys 20C, 20R** climb heading 200° to 1800 before turning right. **Rwy 31**, climb heading 315° to 2600 before proceeding on course.

NOTE: **Rwy 2L**, trees beginning 203' from departure end of runway, 489' right of centerline, up to 60' AGL/576' MSL. **Rwy 2R**, trees beginning 237' from departure end of runway, 534' right of centerline, up to 60' AGL/569' MSL. **Rwy 13**, blast fence obstruction light 335' from departure end of runway, 64' left of centerline, 6' AGL/595' MSL. Trees beginning 2852' from departure end of runway, 28' right of centerline, up to 60' AGL/685' MSL. Pole 3761' from departure end of runway, 726' right of centerline, 60' AGL/689' MSL. **Rwy 20L**, trees beginning 211' from departure end of runway, 520' right of centerline, up to 60' AGL/669' MSL. Trees beginning 223' from departure end of runway, 510' left of centerline, up to 100' AGL/669' MSL. **Rwy 20C**, trees beginning 1480' from departure end of runway, 744' right of centerline, up to 60' AGL/649' MSL. Trees beginning 1549' from departure end of runway, 882' left of centerline, up to 60' AGL/609' MSL. **Rwy 20R**, flagpole 1298' from departure end of runway, 777' right of centerline, 37' AGL/636' MSL. Building 2183' from departure end of runway, 1083' right of centerline, 91' AGL/680' MSL. **Rwy 31**, ground 2' from departure end of runway, 498' left of centerline, 0' AGL/541' MSL. LOC obstruction light 303' from departure end of runway, on centerline, 48' AGL/547' MSL. Blast fence obstruction light 382' from departure end of runway, 50' left of centerline, 30' AGL/569' MSL. Trees beginning 789' from departure end of runway, 331' right of centerline, up to 60' AGL/602' MSL. Pole 1012' from departure end of runway, 429' left of centerline, 29' AGL/578' MSL. Transmission tower 1882' from departure end of runway, 219' right of centerline, 61' AGL/610' MSL. Pole 2037' from departure end of runway, 422' right of centerline, 47' AGL/596' MSL. Transmission tower 2778' from departure end of runway, 83' left of centerline, 91' AGL/630' MSL.

ONEIDA, TN

SCOTT MUNI

NOTE: **Rwy 5**, tree 2800' from departure end of runway, 600' right of centerline, 69' AGL/1605' MSL. **Rwy 23**, pole 950' from departure end of runway, on centerline, 42' AGL/1575' MSL. Power line 2938' from departure end of runway, 450' right of centerline, 142' AGL/1660' MSL.

OWENSBORO, KY

OWENSBORO-DAVIESS COUNTY (OWB)

AMDT 4 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 400-2 or std. w/min. climb of 340' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 359° to 1000 before turning west.

NOTE: **Rwy 5**, numerous buildings beginning 340' from departure end of runway, 454' left of centerline, up to 31' AGL/436' MSL. Multiple trees beginning 1898' from departure end of runway, 350' left of centerline, up to 69' AGL/474' MSL. Pole 1853' from departure end of runway, 206' left of centerline, 47' AGL/452' MSL. Pole 1863' from departure end of runway, 413' left of centerline, 49' AGL/454' MSL. Windsock 393' from departure end of runway, 163' left of centerline, 10' AGL/418' MSL. Trees beginning 1489' from departure end of runway, 429' right of centerline, up to 49' AGL/454' MSL. **Rwy 18**, pole 942' from departure end of runway 133' left of centerline, 38' AGL/438' MSL. Pole 1134' from departure end of runway, 675' left of centerline, 45' AGL/445' MSL. **Rwy 23**, tree 1521' from departure end of runway, 650' right of centerline, 100' AGL/509' MSL. Tree 2223' from departure end of runway, 81' right of centerline, 82' AGL/482' MSL. **Rwy 36**, multiple trees beginning 478' from departure end of runway, 500' right of centerline, up to 36' AGL/439' MSL. Tower 1.54 NM from departure end of runway, 2941' right of centerline, 403' AGL/803' MSL. Obstacle light on tower 1.55 NM from departure end of runway, 2940' right of centerline, 403' AGL/803' MSL. Tree 939' from departure end of runway, 496' left of centerline, 40' AGL/443' MSL. Building 508' from departure end of runway, 578' left of centerline, 22' AGL/426' MSL.

PADUCAH, KY

BARKLEY RGNL

NOTE: **Rwy 4**, multiple trees and bushes beginning 131' from departure end of runway, 13' left of centerline, up to 100' AGL/452' MSL. Multiple trees beginning 697' from departure end of runway, 19' right of centerline, up to 100' AGL/464' MSL. Pole 1301' from departure end of runway, 316' right of centerline, up to 17' AGL/415' MSL. **Rwy 14**, multiple trees beginning 858' from departure end of runway, 77' left of centerline, up to 100' AGL/487' MSL. Road 551' from departure end of runway, 144' left of centerline, 17' AGL/422' MSL. Tree 788' from departure end of runway, 13' right of centerline, up to 100' AGL/439' MSL. Terrain 13' from departure end of runway, 320' right of centerline, 0' AGL/404' MSL. **Rwy 22**, multiple terrain and trees beginning 128' from departure end of runway, 30' left of centerline, up to 100' AGL/507' MSL. Road 981' from departure end of runway, 692' right of centerline, 17' AGL/444' MSL. Terrain 76' from departure end of runway, 3' right of centerline, 0' AGL/420' MSL. Terrain 25' from departure end of runway, 388' right of centerline, 0' AGL/411' MSL. **Rwy 32**, multiple trees beginning 376' from departure end of runway, 173' right of centerline, up to 100' AGL/458' MSL. Multiple trees and terrain beginning 31' from departure end of runway, 42' left of centerline, up to 100' AGL/462' MSL.

PARIS, TN

HENRY COUNTY (PHT)

ORIG 10070 (FAA)

NOTE: **Rwy 2**, vehicle on road 772' from DER, 93' right of centerline, up to 15' AGL/589' MSL. Trees beginning 1232' from DER, 258' left of centerline, up to 100' AGL/669' MSL. **Rwy 20**, tree 2808' from DER, 630' right of centerline, 80' AGL/651' MSL. Rising terrain beginning 274' from DER, 388' left of centerline, 604' MSL.

PIKEVILLE, KY

PIKE COUNTY-HATCHER FIELD (PBX)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 300-1 or std. w/min. climb of 453' per NM to 2300 or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9**, for climb in visual conditions: cross Pike County-Hatcher Field airport at or above 2300 before proceeding on course.

NOTE: **Rwy 9**, tree 4788' from DER, 1173' right of centerline, 20' AGL/1739' MSL. Multiple trees beginning 2702' from DER, 654' left of centerline and 965' right of centerline, up to 20' AGL/1770' MSL.

PORTLAND, TN

PORTLAND MUNI

NOTE: **Rwy 1**, tree 501' from departure end of runway, 180' right of centerline, 100' AGL/839' MSL. Tree 1564' from departure end of runway, 507' left of centerline, 100' AGL/839' MSL. **Rwy 19**, multiple trees 673' from departure end of runway, 83' right of centerline, up to 100' AGL/919' MSL.

PRESTONSBURG, KY

BIG SANDY RGNL

NOTE: **Rwy 21**, multiple trees and poles beginning 250' from departure end of runway, 11' right of centerline, up to 72' AGL/1272' MSL. Multiple trees and poles beginning 294' from departure end of runway, 35' left of centerline, up to 83' AGL/1283' MSL.

PULASKI, TN

ABERNATHY FIELD

TAKE-OFF MINIMUMS: **Rwy 16**, 400-1½ or std. with a min. climb of 291' per NM to 1200. **Rwy 34**, 400-1½ or std. with a min. climb of 380' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 16**, climb via heading 155° to 1200 before turning.

NOTE: **Rwy 16**, trees 1.43 NM from departure end of runway, 1986' right of centerline, 100' AGL/999' MSL. **Rwy 34**, multiple trees beginning 4625' from departure end of runway, 740' left of centerline, up to 100' AGL/979' MSL. Trees 1.2 NM from departure end of runway, 135' right of centerline, 100' AGL/1019' MSL.

**RICHMOND, KY**

MADISON (I39)

ORIG 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1¼ or std. w/ min. climb of 229' per NM to 1300, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1700' prior to DER.

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 180° to 1900 before turning left.

NOTE: **Rwy 18**, trees beginning 272' from DER, 230' right of centerline, up to 100' AGL/1099' MSL. Trees beginning 579' from DER, 105' left of centerline up to 100' AGL/1119' MSL. **Rwy 36**, trees beginning 6' from DER, 276' left of centerline, up to 100' AGL/1059' MSL. Trees beginning 105' from DER, 463' right of centerline up to 49' AGL/1009' MSL. Vehicle on road beginning 156' from DER left and right of centerline up to 15' AGL/984' MSL.

ROCKWOOD, TN

ROCKWOOD MUNI

TAKE-OFF MINIMUMS: **Rwy 22**, 500-2 or std. with a min. climb of 300' per NM to 3000.

DEPARTURE PROCEDURE: **Rwy 22**, climb runway heading to 4000 before proceeding on course.

ROGERSVILLE, TN

HAWKINS COUNTY

TAKE-OFF MINIMUMS: **Rwy 7**, 500-1. **Rwy 25**, 800-1.

DEPARTURE PROCEDURE: Climb on runway heading to 2600 before turning.

RUSSELLVILLE, KY

RUSSELLVILLE-LOGAN COUNTY

DEPARTURE PROCEDURE: **Rwy 6**, climb to 1700 before turning left. **Rwy 24**, climb to 1700 before turning right.

SABRE AHP (FORT CAMPBELL) (EOD),

CLARKSVILLE, TN AMDT 1A, 10126

Rwy 23, Vehicle on road 134' from DER, 259' right of centerline, up to 15' AGL/604' MSL.

SAVANNAH, TN

SAVANNAH-HARDIN COUNTY (SNH)

AMDT 3 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, 400-2¼ or std. with min. climb of 260' per NM to 1000.

NOTE: **Rwy 1**, trees beginning 1243' from DER, 101' right of centerline, up to 70' AGL/589' MSL. **Rwy 19**, trees beginning 973' from DER, left and right of centerline, up to 70' AGL/789' MSL.

SELMER, TN

ROBERT SIBLEY (SZY)

ORIG 08269 (FAA)

NOTE: **Rwy 17**, terrain beginning 71' from departure end of runway, 154' right of centerline, up to 644' MSL. Trees beginning 104' from departure end of runway, 405' right of centerline, up to 76' AGL/695' MSL. Pole 1208' from departure end of runway, 810' right of centerline, 28' AGL/687' MSL. Pole 1857' from departure end of runway, 380' right of centerline, 45' AGL/664' MSL. **Rwy 35**, vehicles on roadway 107' from departure end of runway, on centerline, up to 15' AGL/622' MSL. Trees beginning 95' from departure end of runway, 206' right of centerline, up to 51' AGL/645' MSL.

SEVIERVILLE, TN

GATLINBURG-PIGEON FORGE

DEPARTURE PROCEDURE: **Rwy 10**, climbing left turn via VXV VORTAC R-090 westbound to 5000 before turning on course. **Rwy 28**, climb direct VXV VORTAC to 5000 before turning on course.

NOTE: **Rwy 10**, trees 300' from departure end of runway, 350' left of centerline, 80' AGL/1123' MSL. Trees 610' from departure end of runway, 390' left of centerline, 85' AGL/1137' MSL. Power line 1504' from departure end of runway, 380' left of centerline, 55' AGL/1091' MSL. **Rwy 28**, trees 120' left of departure end of runway, 45' AGL/1062' MSL. Tower 13,580' from departure end of runway, 2626' right of centerline, 175' AGL/1359' MSL.

SHELBYVILLE, TN

BOMAR FIELD-SHELBYVILLE MUNI (SYI)

AMDT 1 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 180° to 1600 before turning left. **Rwy 36**, climb heading 345° to 1700 before turning right.

NOTE: **Rwy 18**, tree 81' from departure end of runway, 176' right of centerline, up to 100' AGL/890' MSL. Tree 86' from departure end of runway, 199' left of centerline, up to 100' AGL/880' MSL. **Rwy 36**, trees and terrain 505' from departure end of runway, 36' left of centerline, up to 7' AGL/806' MSL.

SMITHVILLE, TN

SMITHVILLE MUNI (0A3)

ORIG 08157 (FAA)

NOTE: **Rwy 6**, trees and terrain beginning 76' from departure end of runway, 256' right of centerline, up to 100' AGL/1199' MSL. Trees beginning 733' from departure end of runway, 11' left of centerline up to 100' AGL/1119' MSL. **Rwy 24**, trees and terrain beginning 76' from departure end of runway, 8' left of centerline, up to 100' AGL/1119' MSL. Trees and terrain beginning 83' from departure end of runway, 162' right of centerline, up to 100' AGL/1179' MSL.

SMYRNA, TN

SMYRNA (MQY)

AMDT 5 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 006° to 1200 before turning northeast.

NOTE: **Rwy 1**, multiple trees beginning 842' from DER, 80' right of centerline, up to 60' AGL/580' MSL. Multiple trees beginning 1191' from DER, 193' left of centerline, up to 60' AGL/569' MSL. **Rwy 14**, tree 1321' from DER, 808' left of centerline, up to 60' AGL/572' MSL. **Rwy 19**, multiple trees beginning 1808' from DER, 67' right of centerline, up to 60' AGL/601' MSL. Light 1495' from DER, 603' right of centerline, up to 49' AGL/573' MSL. Multiple trees beginning 1649' from DER, 167' left of centerline, up to 60' AGL/622' MSL. **Rwy 32**, multiple trees beginning 413' from DER, 65' right of centerline, up to 60' AGL/695' MSL. Multiple trees beginning 78' from DER, 298' left of centerline, up to 60' AGL/635' MSL.





SOMERSET, KY

LAKE CUMBERLAND RGNL

TAKE-OFF MINIMUMS: **Rwy 5**, 900-2 or std. with a min. climb of 420' per NM to 2000. **Rwy 23**, 800-2 or std. with a min. climb of 220' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 5**, climb via heading 046° to 2000 before turning. **Rwy 23**, climb via heading 236° to 2000 before turning.

NOTE: **Rwy 5**, tower 10, 412' from departure end of runway, 497' right of centerline, 100' AGL/1300' MSL. **Rwy 23**, tower 20, 700' from departure end of runway, 17,575' left of centerline, 460' AGL/1715' MSL.

SOMERVILLE, TN

FAYETTE COUNTY

NOTE: **Rwy 1**, multiple trees beginning 527' from departure end of runway, 343' right of centerline, up to 100' AGL/529' MSL. Multiple trees beginning 427' from departure end of runway, 8' left of centerline, up to 100' AGL/529' MSL. **Rwy 19**, multiple trees beginning 87' from departure end of runway, 306' right of centerline, up to 100' AGL/539' MSL. Multiple trees beginning 709' from departure end of runway, 455' left of centerline, up to 100' AGL/549' MSL.

SPARTA, TN

UPPER CUMBERLAND RGNL (SRB)

ORIG 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb via heading 037° to 3400 before proceeding on course.

NOTE: **Rwy 4**, tree 56' from departure end of runway, 448' right of centerline, 100' AGL/1049' MSL. Tree 484' from departure end of runway, 574' right of centerline, 100' AGL/1056' MSL. **Rwy 22**, tree 1646' from departure end of runway, 775' left of centerline, 100' AGL/1069' MSL.

SPRINGFIELD, KY

LEBANON-SPRINGFIELD

TAKE-OFF MINIMUMS: **Rwy 11**, 300-1.

SPRINGFIELD, TN

SPRINGFIELD ROBERTSON COUNTY

NOTE: **Rwy 22**, trees 1419' from departure end of runway, 15' left of centerline, 42' AGL/742' MSL.

STURGIS, KY

STURGIS MUNI (TWT)

AMDT 3 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 400-2½ or std. w/ min. climb of 280' per NM to 800.

NOTE: **Rwy 18**, trees beginning 1248' from DER, 19' left of centerline, up to 94' AGL/454' MSL. Trees beginning 2144' from DER, 226' right of centerline, up to 100' AGL/469' MSL. **Rwy 36**, trees beginning 1.5 NM from DER, 1240' left of centerline, up to 100' AGL/689' MSL.

TOMPKINSVILLE, KY

TOMPKINSVILLE-MONROE COUNTY (TZV)

ORIG 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 22**, climb heading 218° to 2000 before proceeding on course.

NOTE: **Rwy 4**, trees beginning at DER, left and right of centerline, up to 100' AGL/1100' MSL. **Rwy 22**, pole 10' from DER, 114' right of centerline, 2' AGL/1016' MSL. Trees beginning at DER, left and right of centerline, up to 100' AGL/1132' MSL.

TRENTON, TN

GIBSON COUNTY

TAKE-OFF MINIMUMS: **Rwy 1**, 400-1.

DEPARTURE PROCEDURE: **Rwys 1, 19**, climb runway heading to 1500 before turning east.

TULLAHOMA, TN

TULLAHOMA RGNL/WM NORTHERN FIELD (THA)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, NA - Turf runway.

UNION CITY, TN

EVERETT-STEWART RGNL (UCY)

ORIG 08101 (FAA)

NOTE: **Rwy 19**, vehicles on roadway beginning 177' from departure end of runway, left and right of centerline, up to 15' AGL/364' MSL.

WAVERLY, TN

HUMPHREYS COUNTY

TAKE-OFF MINIMUMS: **Rwys 3, 21**, 200-1.

WILLIAMSBURG, KY

WILLIAMSBURG-WHITLEY COUNTY

TAKE-OFF MINIMUMS: **Rwy 2**, 400-1½ or std. w/ a min. climb of 470' per NM to 1700. **Rwy 20**, std. w/ min. climb of 280' per NM to 2700, or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 018° to 2000 before turning East. **Rwy 20**, for climb in visual conditions cross Williamsburg-Whitley County Airport at or above 2300 MSL before proceeding on course.

NOTE: **Rwy 2**, multiple trees beginning 1167' from departure end of runway, 524' right of centerline, up to 49' AGL/1226' MSL. Multiple trees beginning 3563' from departure end of runway, left of centerline, up to 175' AGL/1353' MSL. Multiple trees beginning 4285' from departure end of runway, right of centerline, up to 321' AGL/1499' MSL. **Rwy 20**, multiple trees beginning 331' from departure end of runway, 331' left of centerline, up to 62' AGL/1217' MSL.

WINCHESTER, TN

WINCHESTER MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 1000-2.

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb on runway heading to 2000 before turning.



ADDINGTOWN FLD (See ELIZABETHTOWN)

AIRBE N36°44.22' W87°24.83' NOTAM FILE HOP.
NDB (HW/LOM) 273 **FK** 225° 5.4 NM to Campbell AAF.

ST LOUIS
L-161

ASHLAND RGNL (DWU) 6 NW UTC-5(-4DT) N38°33.27' W82°44.28'

546 **B S2 FUEL** 100LL, JET A+ NOTAM FILE LOU

RWY 10-28: H5602X100 (ASPH) S-51, D-65, 2S-82, 2D-105 **MIRL**

RWY 10: REIL. PAPI(P2L)—GA 4.0°TCH 53'. Tree.

RWY 28: REIL. PAPI(P2L)—GA 4.0°TCH 61'. Trees.

AIRPORT REMARKS: Attended Apr-Oct 1300-0100Z†, Nov-Mar 1300-2300Z†. ACTIVATE **MIRL** Rwy 10-28, REIL Rwy 10 and Rwy 28, PAPI Rwy 10 and Rwy 28—CTAF. Ldg fee waived with fuel purchase. Ldg fee.

WEATHER DATA SOURCES: AWOS-3 132.425 (606)836-2682.

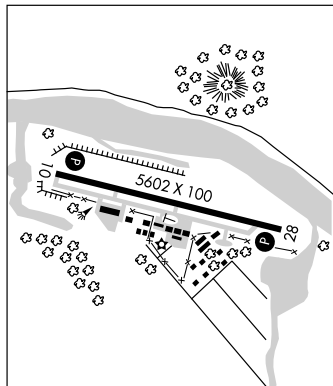
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **HUNTINGTON APP/DEP CON** 128.4 **CLNC DEL** 121.7

AIRSPACE: TRSA svc ctc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

YORK (L) VORTAC 112.8 **YRK** Chan 75 N38°38.65' W82°58.70' 120° 12.5 NM to fld. 1040/05W.



CINCINNATI
H-10G, L-26G
IAP

BARDSTOWN**SAMUELS FLD** (BRY) 2 W UTC-5(-4DT) N37°48.86' W85°29.98'

669 **B S2 FUEL** 100LL, JET A+ NOTAM FILE LOU

RWY 02-20: H5003X75 (ASPH) S-18 **MIRL** 0.7% up N

RWY 02: REIL. PAPI (P4L)—GA 3.5°TCH 37'. Trees.

RWY 20: REIL. PAPI (P4L)—GA 3.0° TCH 28'. Trees.

AIRPORT REMARKS: Attended 1400-2300Z†. Extensive glider activity on weekends. ACTIVATE **MIRL** Rwy 02-20, PAPI Rwy 02 and Rwy 20 and REIL Rwy 02 and Rwy 20—CTAF.

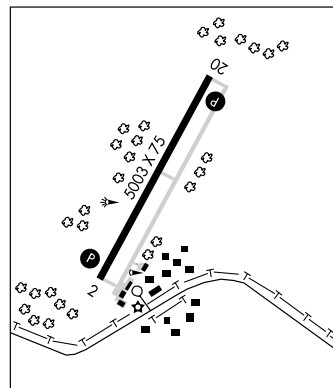
WEATHER DATA SOURCES: AWOS-3 119.925 (502)348-1867.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **LOUISVILLE APP/DEP CON** 132.075(E) 123.675(W)

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

NEW HOPE (L) VOR/DME 110.8 **EWO** Chan 45 N37°37.91' W85°40.55' 036° 13.8 NM to fld. 960/01E.



ST LOUIS
H-5E, 10F, L-26F
IAP

BARKLEY RGNL (See PADUCAH)**BEAVER CREEK** N37°01.05' W86°00.55' NOTAM FILE LOU.

NDB (MHW) 260 **BVQ** 074° 2.9 NM to Glasgow Muni.

ST LOUIS
L-16J

BIG SANDY RGNL (See PRESTONBURG)**BLAYD** N37°59.22' W84°39.63' NOTAM FILE LEX.

NDB (MHW/LOM) 242 **LE** 045° 3.9 NM to Blue Grass.

CINCINNATI
L-26F, 27E

BLUE GRASS (See LEXINGTON)

APP CRS **283°**
 Rwy Idg **5602**
 TDZE **546**
 Apt Elev **546**

RNAV (GPS) RWY 28

ASHLAND RGNL (DWU)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 ▲ When local altimeter setting not received, use Huntington altimeter setting and increase all MDA 80 feet, LNAV and Circling Cat C, D visibility ¼ mile.

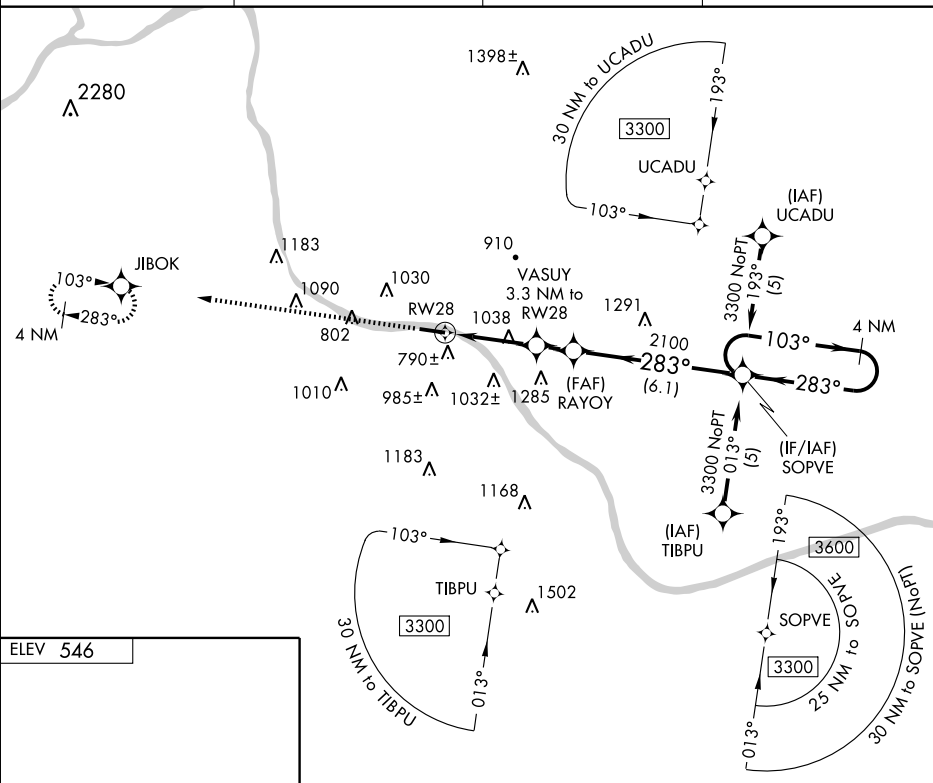
MISSED APPROACH: Climb to 3300 direct JIBOK and hold.

AWOS-3
132.425

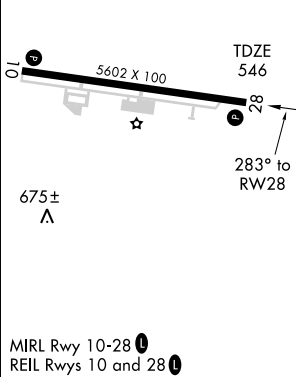
HUNTINGTON APP CON
128.4 270.1

CINC DEL
121.7

UNICOM
122.8 (CTAF) 0



ELEV 546



MIRL Rwy 10-28 0
 REIL Rwy 10 and 28 0

ASHLAND, KENTUCKY

Orig-A 09211

38° 33'N-82° 44'W

ASHLAND RGNL (DWU)

RNAV (GPS) RWY 28

SE-1, 23 SEP 2010 to 21 OCT 2010

SE-1, 23 SEP 2010 to 21 OCT 2010

| | | | |
|--|------------------------|-----------------------------|---|
| VORTAC YRK 112.8 Chan 75 | APP CRS 121° | Rwy Idg TDZE Apt Elev | 5602 546 546 |
|--|------------------------|-----------------------------|---|

VOR RWY 10

ASHLAND RGNL (DWU)

▼ When local altimeter setting not received, use Huntington altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing left turn to 3300 direct YRK VORTAC and hold.

AWOS-3
132.425

HUNTINGTON APP CON
128.4 270.1

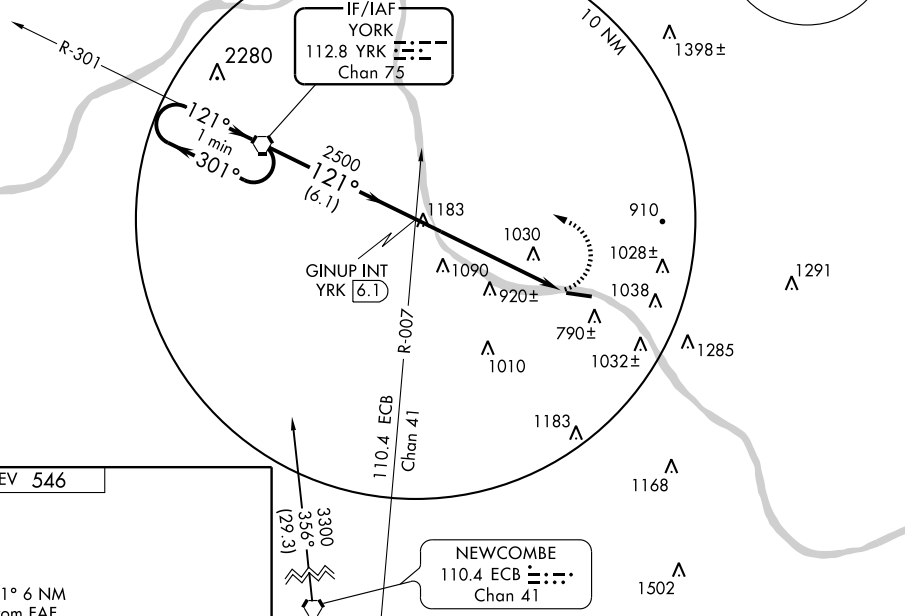
CINC DEL
121.7

UNICOM
122.8 (CTAF) **0**

NoPT for arrival on YRK VORTAC
airway radials 246 CW 035.

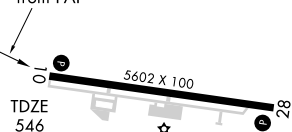
MSA YRK 25 NM

3300



ELEV 546

121° 6 NM
from FAF



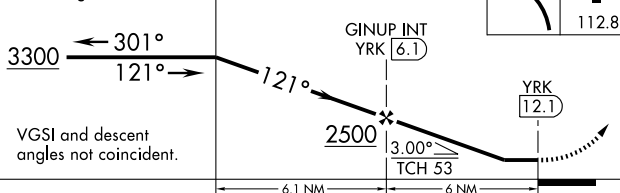
MIRL Rwy 10-28 **0**
REIL Rws 10 and 28 **0**

FAF to MAP 6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---------|------|------|------|------|------|
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |

One Minute
Holding Pattern

VORTAC



| CATEGORY | A | B | C | D |
|----------|--------------------------|--------------------------|--------|--------------|
| S-10 | 1500-1¼ 954 (1000-1¼) | 1500-1½ 954 (1000-1½) | 1500-3 | 954 (1000-3) |
| CIRCLING | 1500-1¼ 954 (1000-1¼) | 1500-1½ 954 (1000-1½) | 1500-3 | 954 (1000-3) |

ADDINGTON FLD (See ELIZABETHTOWN)

AIRBE N36°44.22' W87°24.83' NOTAM FILE HOP.
NDB (HW/LOM) 273 **FK** 225° 5.4 NM to Campbell AAF.

ST LOUIS
L-161

ASHLAND RGNL (DWU) 6 NW UTC-5(-4DT) N38°33.27' W82°44.28'

CINCINNATI
H-10G, L-26G
IAP

546 **B S2 FUEL** 100LL, JET A+ NOTAM FILE LOU

RWY 10-28: H5602X100 (ASPH) S-51, D-65, 2S-82, 2D-105 **MIRL**

RWY 10: REIL. PAPI(P2L)—GA 4.0°TCH 53'. Tree.

RWY 28: REIL. PAPI(P2L)—GA 4.0°TCH 61'. Trees.

AIRPORT REMARKS: Attended Apr-Oct 1300-0100Z†, Nov-Mar 1300-2300Z†. ACTIVATE **MIRL** Rwy 10-28, REIL Rwy 10 and Rwy 28, PAPI Rwy 10 and Rwy 28—CTAF. Ldg fee waived with fuel purchase. Ldg fee.

WEATHER DATA SOURCES: AWOS-3 132.425 (606)836-2682.

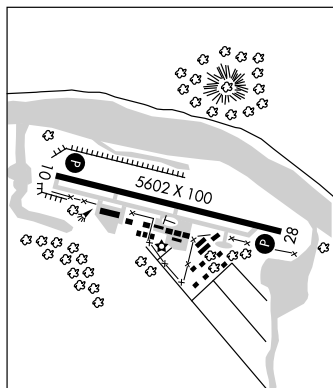
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **HUNTINGTON APP/DEP CON** 128.4 **CLNC DEL** 121.7

AIRSPACE: TRSA svc ctc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

YORK (L) VORTAC 112.8 **YRK** Chan 75 N38°38.65'
 W82°58.70' 120° 12.5 NM to fld. 1040/05W.

**BARDSTOWN****SAMUELS FLD** (BRY) 2 W UTC-5(-4DT) N37°48.86' W85°29.98'

ST LOUIS
H-5E, 10F, L-26F
IAP

669 **B S2 FUEL** 100LL, JET A+ NOTAM FILE LOU

RWY 02-20: H5003X75 (ASPH) S-18 **MIRL** 0.7% up N

RWY 02: REIL. PAPI (P4L)—GA 3.5°TCH 37'. Trees.

RWY 20: REIL. PAPI (P4L)—GA 3.0° TCH 28'. Trees.

AIRPORT REMARKS: Attended 1400-2300Z†. Extensive glider activity on weekends. ACTIVATE **MIRL** Rwy 02-20, PAPI Rwy 02 and Rwy 20 and REIL Rwy 02 and Rwy 20—CTAF.

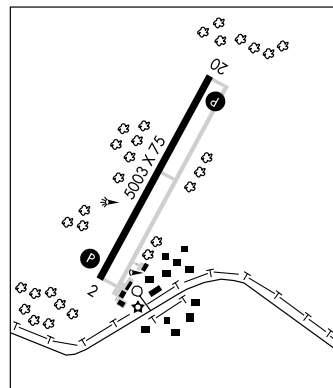
WEATHER DATA SOURCES: AWOS-3 119.925 (502)348-1867.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **LOUISVILLE APP/DEP CON** 132.075(E) 123.675(W)

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

NEW HOPE (L) VOR/DME 110.8 **EWO** Chan 45 N37°37.91'
 W85°40.55' 036° 13.8 NM to fld. 960/01E.

**BARKLEY RGNL** (See PADUCAH)

BEAVER CREEK N37°01.05' W86°00.55' NOTAM FILE LOU.
NDB (MHW) 260 **BVQ** 074° 2.9 NM to Glasgow Muni.

ST LOUIS
L-16J

BIG SANDY RGNL (See PRESTONBURG)

BLAYD N37°59.22' W84°39.63' NOTAM FILE LEX.
NDB (MHW/LOM) 242 **LE** 045° 3.9 NM to Blue Grass.

CINCINNATI
L-26F, 27E

BLUE GRASS (See LEXINGTON)

| | |
|----------|-------------|
| APP CRS | 025° |
| Rwy ldg | 5003 |
| TDZE | 654 |
| Apt Elev | 669 |

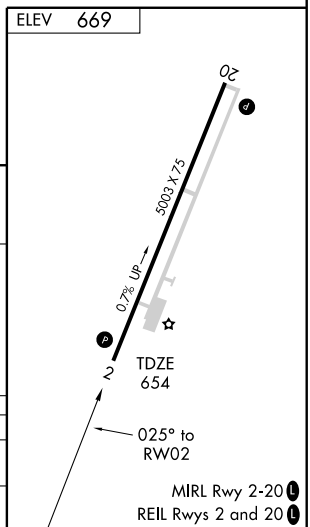
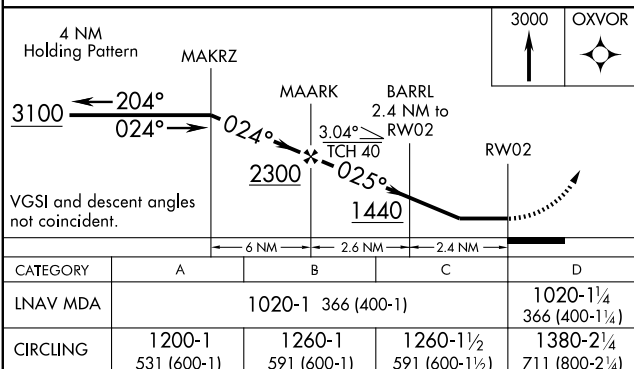
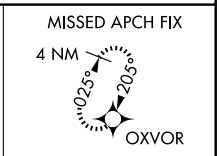
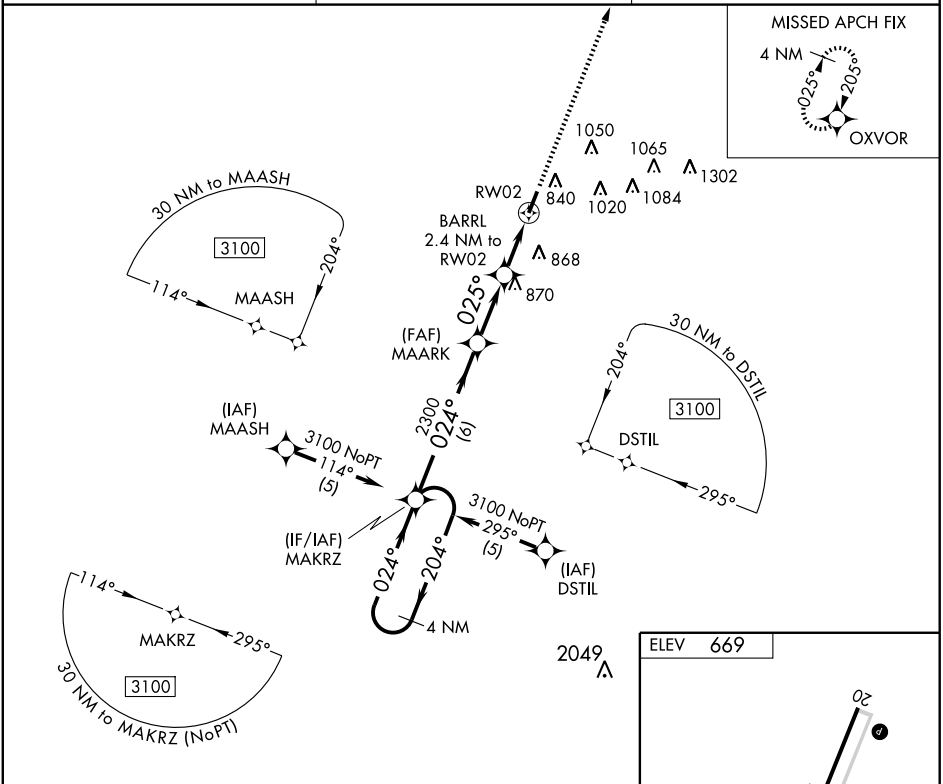
RNAV (GPS) RWY 2 BARDSTOWN/ SAMUELS FIELD (BRY)

▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louisville Intl-Standford Field altimeter setting and increase all MDA 80 feet, increase LNAV Cats C/D visibility ¼ mile increase Circling Cats C/D visibility ¼ mile.

△NA

MISSED APPROACH: Climb to 3000 direct OXVOR and hold.

| | | |
|--------------------------|--|---------------------------------|
| AWOS-3 119.925 | LOUISVILLE APP CON 132.075 327.0 | UNICOM 122.8 (CTAF) 0 |
|--------------------------|--|---------------------------------|



SE-1, 23 SEP 2010 to 21 OCT 2010

SE-1, 23 SEP 2010 to 21 OCT 2010

| | | |
|--|------------------------|---|
| WAAS CH 77816 W20A | APP CRS 205° | Rwy Idg 5003 TDZE 669 Apt Elev 669 |
|--|------------------------|---|

RNAV (GPS) RWY 20

BARDSTOWN/ SAMUELS FIELD (BRY)

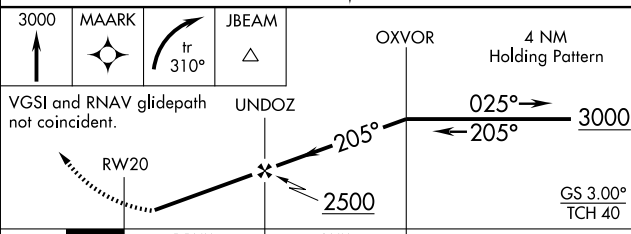
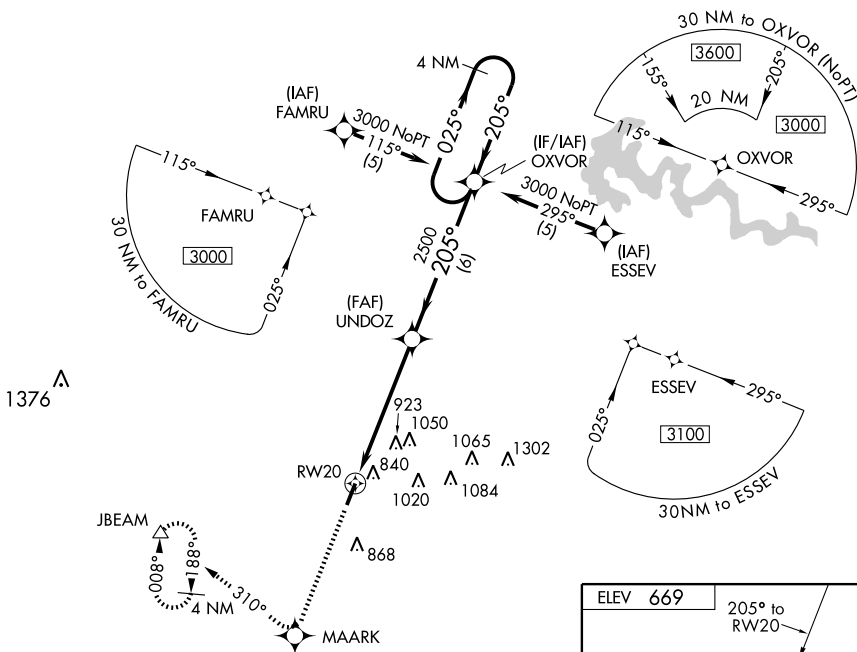
⚠ Baro-VNAV NA when using Louisville Intl-Standford Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louisville Intl-Standford Field altimeter setting and increase LPV DA 80 feet, LNAV/VNAV DA 183 feet and all MDA 80 feet and increase LPV all Cats visibilities, LNAV Cat D visibility, and Circling Cat D visibility ¼ mile, LNAV/VNAV all Cats visibilities ¾ mile and Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct MAARK and right turn via track 310° to JBEAM and hold, continue climb-in-hold to 3000.

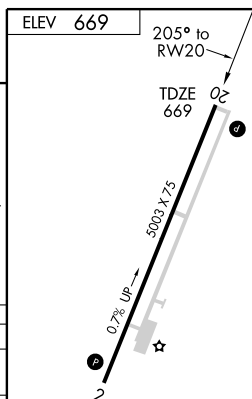
AWOS-3
119.925

LOUISVILLE APP CON
132.075 327.0

UNICOM
122.8 (CTAF) 0



| CATEGORY | A | B | C | D |
|--------------|-----------------------|-----------------------|-------------------------|-------------------------|
| LPV DA | 1005-1¼ 336 (400-1¼) | | | |
| LNAV/VNAV DA | 1250-2 581 (600-2) | | | |
| LNAV MDA | 1180-1 511 (600-1) | | 1180-1½ 511 (600-1½) | |
| CIRCLING | 1200-1 531 (600-1) | 1260-1 591 (600-1) | 1260-1½ 591 (600-1½) | 1380-2¼ 711 (800-2¼) |





REIL Rwy 2 and 20 0
MIRL Rwy 2-20 0

| | | |
|---|------------------------|---|
| VOR/DME EWO 110.8 Chan 45 | APP CRS 036° | Rwy Idg TDZE Apt Elev N/A N/A 669 |
|---|------------------------|---|

VOR/DME-A

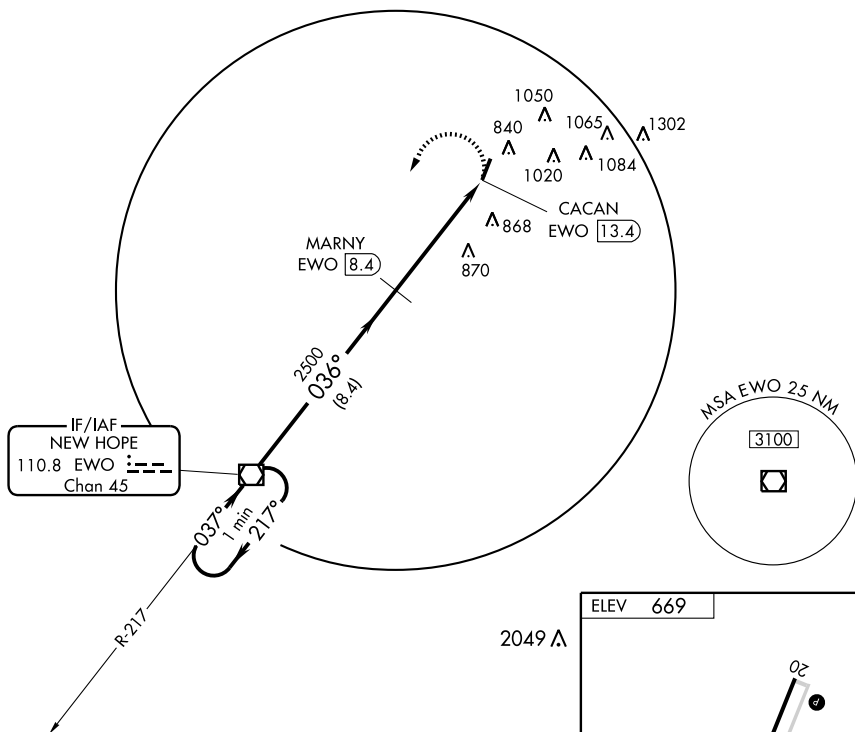
BARDSTOWN/SAMUELS FIELD (BRY)

 When local altimeter setting not received, use Louisville Intl altimeter setting and increase all MDAs 80 feet, increase Cat C visibility ½ mile and Cat D visibility ¼ mile.

 MISSED APPROACH: Climbing left turn to 2500 direct EWO VOR/DME and hold.

 AWOS-3
119.925

 LOUISVILLE APP CON
132.075 327.0

 UNICOM
122.8 (CTAF) 0


2049 A

ELEV 669

One Minute Holding Pattern

VOR/DME

MARNY EWO 8.4

2500

EWO

 2500 ← 217°
 037° → 036°

2500

CACAN EWO 13.4

8.4 NM 5 NM

| CATEGORY | A | B | C | D |
|----------|-----------------------|-----------------------|-------------------------|-------------------------|
| CIRCLING | 1200-1 531 (600-1) | 1260-1 591 (600-1) | 1260-1½ 591 (600-1½) | 1380-2¼ 711 (800-2¼) |

036° 5 NM from FAF

0.7% Up

5003 x 73

MIRL Rwy 2-20 0

REIL Rws 2 and 20 0

BOWLING GREEN N36°55.73' W86°26.61' NOTAM FILE BWG.

ST LOUIS

(H) VORTACW 117.9 BWG Chan 126 026° 2.4 NM to Bowling Green—Warren
Co Rgnl. 565/02E.

H-5E, 6I, 9A, L-16J

VOR unusable 152°–179° byd 30 NM blo 6500', 330°–350° byd 20 NM blo 3000'.

BOWLING GREEN—WARREN CO RGNL (BWG) 2 SE UTC–6(–5DT) N36°57.87' W86°25.18'

ST LOUIS

547 B S4 FUEL 100LL, JET A Class IV, ARFF Index A NOTAM FILE BWG

H-5E, 9A, L-16J

RWY 03–21: H6500X150 (ASPH) S–25, D–38, 2D–60 HIRL 0.4% up SW IAP

RWY 03: REIL. PAPI(P4L)—GA 3.0°. RWY 21: REIL. PAPI(P4L)—GA 3.0°.

RWY 12–30: H3955X150 (ASPH) S–25, D–38, 2D–60 MIRL

RWY 12: Post. RWY 30: Thld dsplcd 349'. Road.

AIRPORT REMARKS: 24 hr PPR for air carrier ops with more than 30 passenger seats; call arpt manager 270–842–1101. Be alert for large numbers of birds on and invof arpt. ACTIVATE HIRL Rwy 03–21, REIL Rwy 03 and Rwy 21—CTAF.

WEATHER DATA SOURCES: ASOS 127.825 (270) 843–8136.

COMMUNICATIONS: CTAF/UNICOM 123.0

RCO 122.4 122.2 (LOUISVILLE RADIO)

Ⓡ MEMPHIS CENTER APP/DEP CON 133.85

AIRSPACE: CLASS E continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE BWG.

(H) VORTACW 117.9 BWG Chan 126 N36°55.73' W86°26.61' 026° 2.4 NM to fld. 565/02E.

NOORA NDB (LOM) 236 BW N36°52.80' W86°28.90' 032° 5.9 NM to fld. LOM unusable byd 10 NM.

ILS 108.75 I–BWG Rwy 03. Class IB. LOM NOORA NDB. GS unusable byd 6° either side of LOC course.

COMM/NAV/WEATHER REMARKS: IFR clearances to be canceled on 122.4 Louisville FSS.

BOWMAN FLD (See LOUISVILLE)**BRECKINRIDGE CO** (See HARDINSBURG)**BRIDL** N38°07.47' W84°30.42' NOTAM FILE LEX.

CINCINNATI

NDB (LOM) 340 GN 226° 7.1 NM to Blue Grass. L-26G, 27E

CADIZ**LAKE BARKLEY STATE PARK** (1M9) 4 SW UTC–6(–5DT) N36°49.06' W87°54.45'

ST LOUIS

570 B NOTAM FILE LOU L-16I

RWY 02–20: H4800X100 (ASPH) S–30 MIRL

RWY 02: REIL. VASI(V2L)—GA 3.0°TCH 48'. Trees.

RWY 20: REIL. VASI(V2L)—GA 3.0°TCH 41'. Trees.

AIRPORT REMARKS: Unattended. MRL Rwy 02–20 preset med ints dusk–dawn; to increase ints ACTIVATE—123.0. Rwy 02 and Rwy 20 REILs out of svc indef.

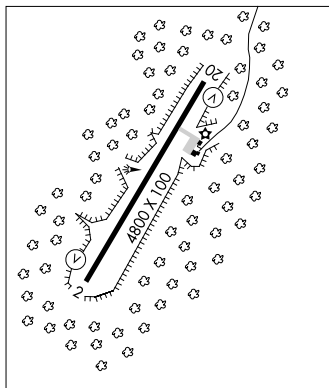
WEATHER DATA SOURCES: AWOS–3 119.025 (270) 924–5916.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE CKV.

CLARKSVILLE (T) VOR/DME 110.6 CKV Chan 43 N36°37.32'

W87°24.76' 297° 26.6 NM to fld. 540/01W.



| | | | |
|----------------------|------------------------|-----------------------------|---|
| LOM BW 236 | APP CRS 032° | Rwy ldg TDZE Apt Elev | 6500 547 547 |
|----------------------|------------------------|-----------------------------|---|

NDB RWY 3

BOWLING GREEN-WARREN COUNTY RGNL (BWG)

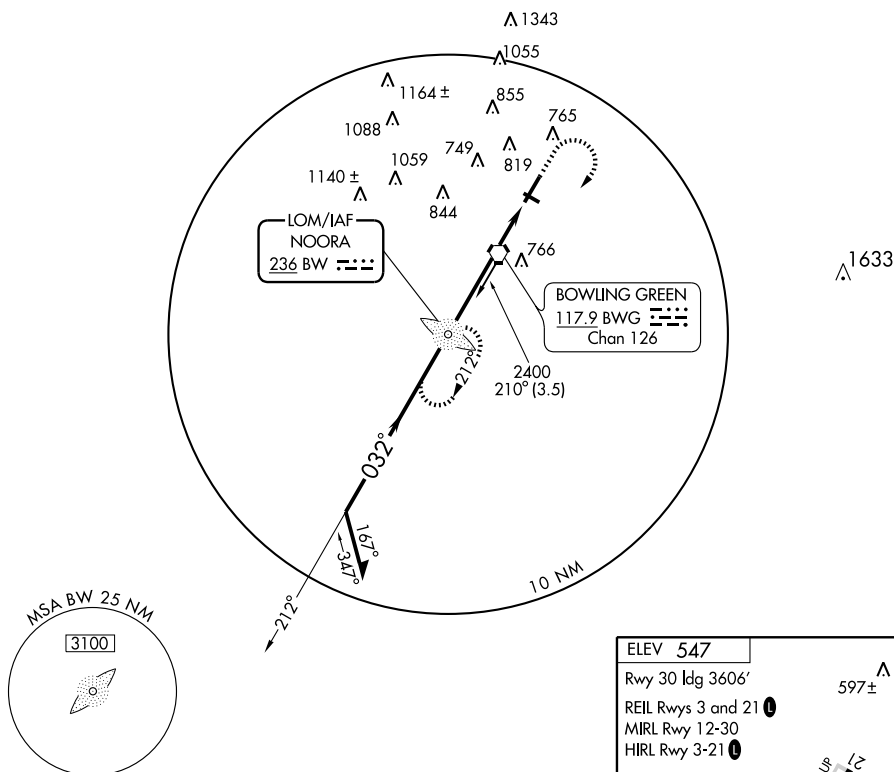


MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 direct BW LOM and hold.

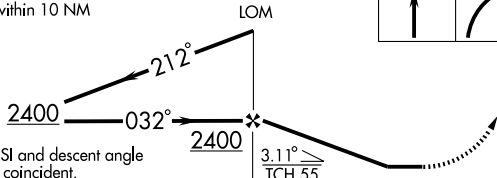
ASOS
127.825

MEMPHIS CENTER
133.85 317.6

CTAF
123.0



Remain
within 10 NM



VGSI and descent angle
not coincident.

| CATEGORY | A | B | C | D |
|----------|--------------------|---|----------------------|----------------------|
| S-3 | 1120-1 573 (600-1) | | 1120-1½ 573 (600-1½) | 1120-1¾ 573 (600-1¾) |
| CIRCLING | 1120-1 573 (600-1) | | 1120-1½ 573 (600-1½) | 1120-2 573 (600-2) |

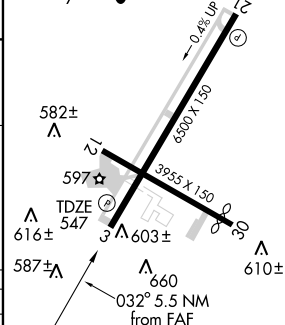
ELEV 547

Rwy 30 ldg 3606'

REIL Rwy 3 and 21

MIRL Rwy 12-30

HIRL Rwy 3-21



FAF to MAP 5.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---------|------|------|------|------|------|
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 57907 W21A | APP CRS 212° | Rwy Idg TDZE Apt Elev | 6500 522 547 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 21

BOWLING GREEN-WARREN COUNTY RGNL (BWG)

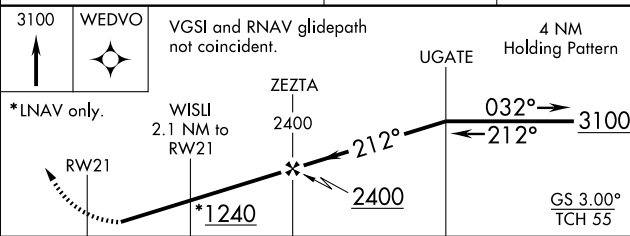
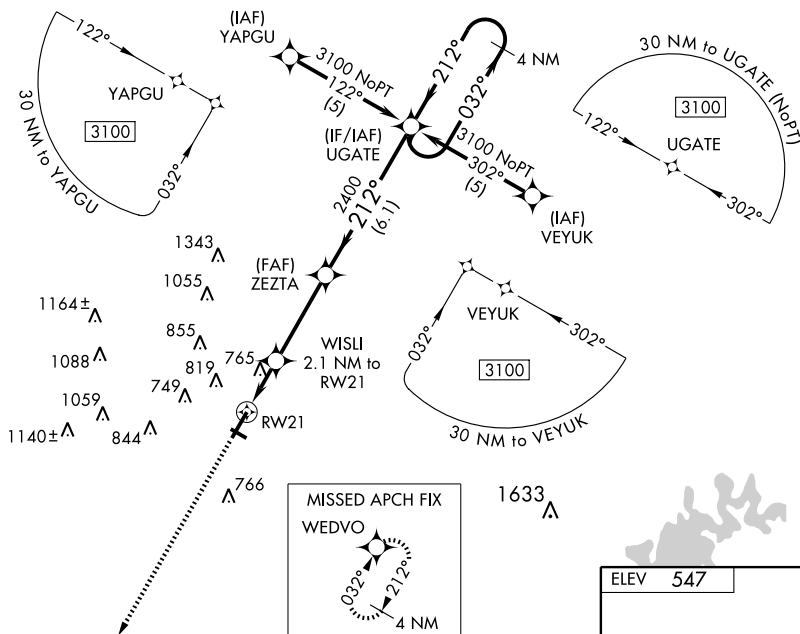
Baro-VNAV NA when using Glasgow altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Glasgow altimeter setting and increase all DA 76 feet, all MDA 80 feet, and LPV all Cats. visibility ¼ mile, LNAV Cat. C and D ½ mile, and Circling Cat. C ¼ mile.

MISSED APPROACH:
Climb to 3100 direct
WEDVO and hold.

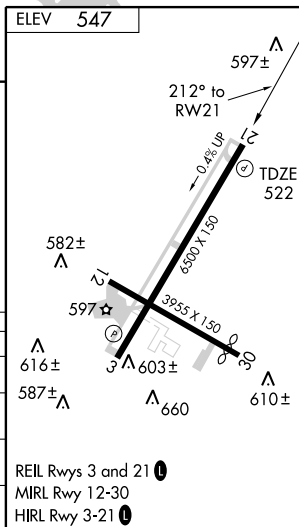
ASOS
127.825

MEMPHIS CENTER
133.85 317.6

CTAF
123.00



| CATEGORY | A | B | C | D |
|--------------|-----------------------|-----------------------|-------------------------|-------------------------|
| LPV DA | 871-1¼ | 349 (400-1¼) | | |
| LNAV/VNAV DA | 1071-2 | 549 (600-2) | | |
| LNAV MDA | 1020-1 | 498 (500-1) | 1020-1¼ 498 (500-1¼) | 1020-1½ 498 (500-1½) |
| CIRCLING | 1020-1 473 (500-1) | 1120-1 573 (600-1) | 1120-1½ 573 (600-1½) | 1120-2 573 (600-2) |



| | | |
|---|------------------------|---|
| VORTAC BWG 117.9 Chan 126 | APP CRS 024° | Rwy Idg TDZE Apt Elev N/A N/A 547 |
|---|------------------------|---|

VOR-A

BOWLING GREEN-WARREN COUNTY RGNL (BWG)



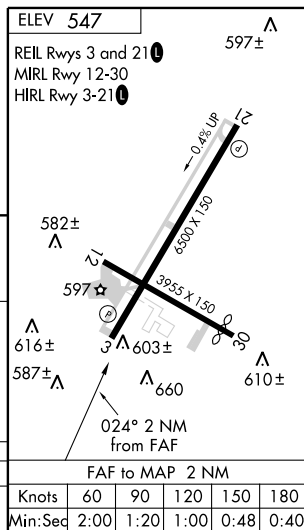
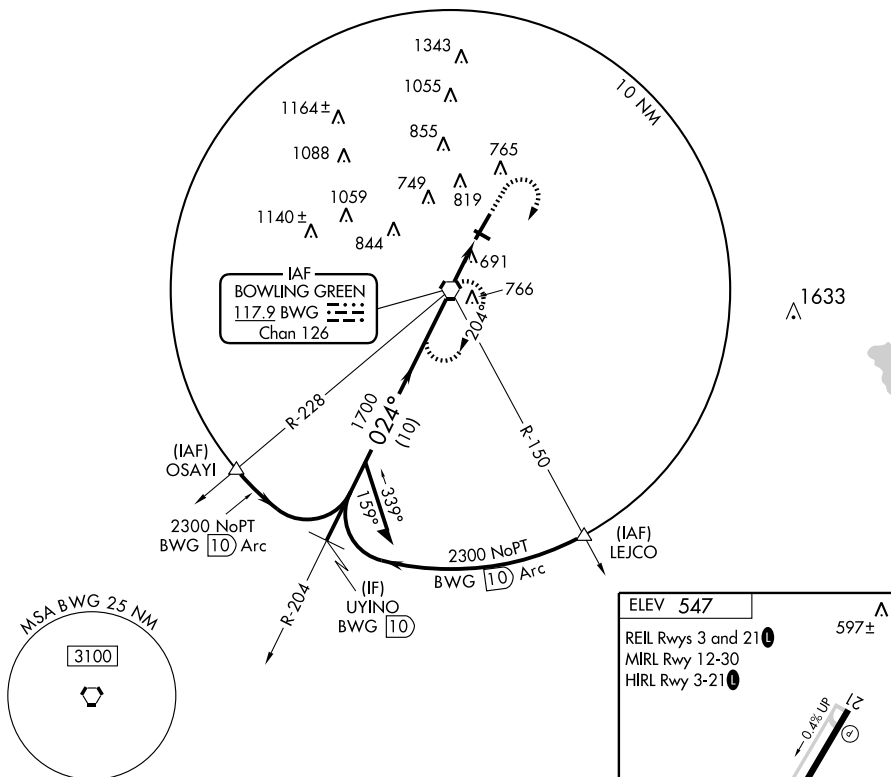
When local altimeter setting not received use Glasgow
altimeter setting and increase all MDA 80 feet and
Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 2400 then
right turn direct BWG VORTAC and hold.

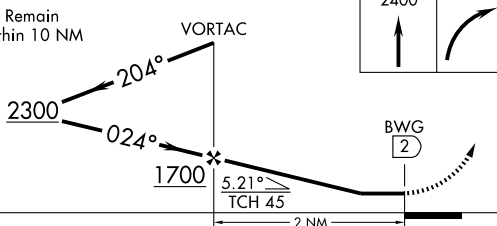
ASOS
127.825

MEMPHIS CENTER
133.85 317.6

CTAF
123.0 0



Remain
within 10 NM



| CATEGORY | A | B | C | D |
|----------|-----------------------|-----------------------|-------------------------|-----------------------|
| CIRCLING | 1000-1 453 (500-1) | 1120-1 573 (600-1) | 1120-1½ 573 (600-1½) | 1120-2 573 (600-2) |

| | | |
|--|------------------------|---|
| VORTAC BWG <u>117.9</u> Chan 126 | APP CRS 206° | Rwy Idg 6500 TDZE 522 Apt Elev 547 |
|--|------------------------|---|

VOR/DME RWY 21
BOWLING GREEN-WARREN COUNTY RGNL (BWG)

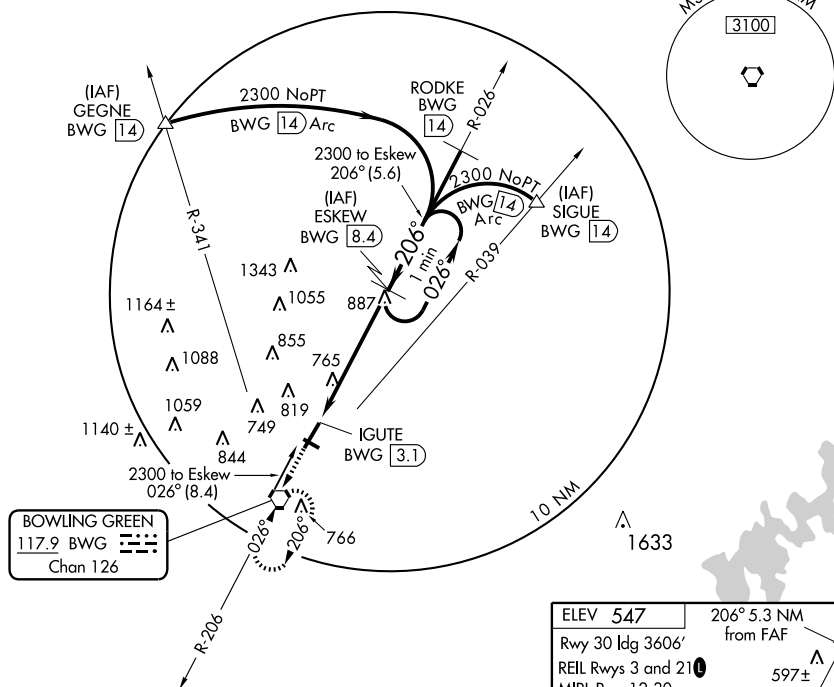


MISSED APPROACH: Climb to 2300 direct BWG VORTAC and hold.

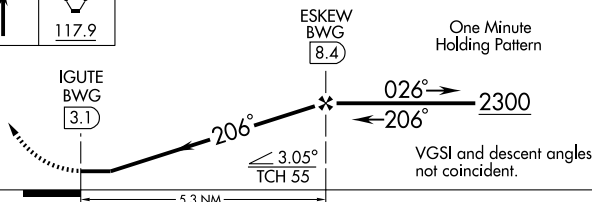
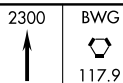
ASOS
127.825

MEMPHIS CENTER
133.85 317.6

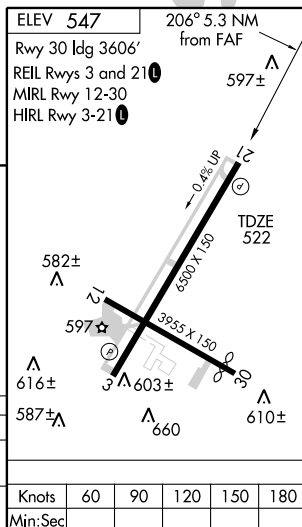
CTAF
123.0 **L**



SE-1. 23 SEP 2010 to 21 OCT 2010



| CATEGORY | A | B | C | D |
|----------|--------|-------------|--|-----------------------|
| S-21 | 1140-1 | 618 (600-1) | 1140-1 ³ / ₄ 618 (600-1 ³ / ₄) | 1140-2 618 (600-2) |
| CIRCLING | 1140-1 | 593 (600-1) | 1140-1 ³ / ₄ 593 (600-1 ³ / ₄) | 1140-2 593 (600-2) |



BOWLING GREEN, KENTUCKY
Amdt 8A 07298

BOWLING GREEN-WARREN COUNTY RGNL (BWG)
36° 58'N-86° 25'W VOP/DME RWY 21

VOR/DME RWY 21

CAMPBELL AAF (FORT CAMPBELL) (HOP)(KHOP) A (AF) 2 NW UTC-6(-5DT)

ST LOUIS

N36°40.34' W87°29.55'

H-6K, 9A, L-161

573 B TPA—See Remarks AOE Class I, ARFF Index A NOTAM FILE LOU Not insp.

DIAP, AD

RWY 05-23: H11826X200 (ASPH) PCN 120 F/A/W/T HIRL

RWY 05: Thld dsplcd 896'. RWY 23: SALS. Rgt tfc.

RWY 18-36: H4500X150 (ASPH) PCN 11 F/B/W/T

MILITARY SERVICE: IASU 3(M-32A-86) 3(AM32-95) 1(MC-2A) FUEL J8 OIL O-123-128-148-156 SP.

MILITARY REMARKS: See FLIP AP/1 Fit Hazard and Supplementary Arpt Remark. **RSTD** PPR civilian acft. **CAUTION** R3701 and small arms range 1000 yd dep end Rwy 23. Twy lgt between twy feeder to Rwy 05 and Rwy 36 are NSTD (white), do not confuse with rwy lgt. Deer hazard. Parachuting activities/exercises. **TFC PAT** TPA—Rotary wing 1300(727), fixed wing Category A, B 1600(1027), Category C, D, E, 2100(1527), overhead 2600(2027). **CSTMS/AG/IMG** Avbl 72 hr prior notice rqr military acft only, DSN 635-7146. **MISC** No fixed wing parking on freedom ramp. No hanger transient acft. Base OPS 24 hr DSN 635-7146/7147, C270-798-7146/47. 24 hr wx observation and forecast svc.

COMMUNICATIONS: SFA ATIS 125.175 308.4 PTD 130.65 142.9 230.1 (VIP arr ctc 30 min prior to ldg.)

Ⓡ APP CON 118.1 134.35X 269.525 307.025

TOWER 120.9 278.8 GND CON 121.8 266.8 CLNC DEL 138.8 DEP CON 118.1 269.525

EAGLE CON 139.9 (Opr 24 hour. Ctc prior to entry R3701, R3702—139.0 139.9 285.652.)

PMSV METRO 343.3. (Full svc during forecast hr. Poor reception from 200°-260° byd 55 NM.)

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

SCREAMING EAGLE (L) TACAN Chan 96 HXW (114.9) N36°40.54' W87°29.70' at fld. 572/1W. OTS indef.

AIRBE NDB (HW/LOM) 273 FK N36°44.22' W87°24.83' 227° 5.7 NM to fld. NOTAM FILE HOP.

ILS 111.9 I-FKP Rwy 23. LOM AIRBE NDB.

ASR/PAR Unavbl Sat-Sun 2300-0700Z†.

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

CAMPBELLSVILLE

TAYLOR CO (AAS) 2 NE UTC-5(-4DT) N37°21.50' W85°18.57'

ST LOUIS

921 B FUEL 100LL, JET A1+ NOTAM FILE LOU

H-5E, 10F, L-26F

RWY 05-23: H5003X75 (ASPH) S-30 MIRL 1.0% up NE

IAP

RWY 05: REIL. PAPI(P4L)—GA 3.50° TCH 39'. Road.

RWY 23: REIL. PAPI(P4L)—GA 3.25° TCH 37'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z†. For arpt attendant after hrs call 270-789-1951. For fuel call 270-403-4135 or 270-469-0133. Fuel avbl after hrs with credit card. MIRL Rwy 05-23 preset on low ints; to increase ints and ACTIVATE REIL Rws 05 and 23—CTAF.

WEATHER DATA SOURCES: AWOS-3 121.125 (270) 789-1985.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 121.175

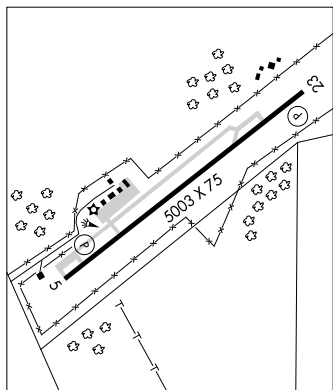
RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

NEW HOPE (L) VOR/DME 110.8 EWO Chan 45 N37°37.91'

W85°40.55' 132° 24 NM to fld. 960/01E.

NDB (MHW) 272 TYC N37°24.11' W85°14.62' 232° 4.1 NM to fld. NDB unmonitored 2200-1300Z†.

SDF 111.1 I-AAS Rwy 23. SDF unmonitored 2200-1300Z†.



CAPITAL CITY (See FRANKFORT)

CENTRAL CITY N37°22.95' W87°15.82' NOTAM FILE LOU.

ST LOUIS

(L) VORTAC 109.8 CCT Chan 35 257° 6.7 NM to Madisonville Muni. 450/01W.

L-161

RCO 122.1R 109.8T (LOUISVILLE RADIO)

CINCINNATI/NORTHERN KENTUCKY INTL (See COVINGTON)

COLUMBIA-ADAIR CO. (I96) 2 SW UTC-6(-5DT) N37°05.12' W85°20.83'

ST LOUIS

818 B FUEL 100LL NOTAM FILE LOU

RWY 08-26: H2600X60 (ASPH-AFSC) S-12 MIRL

RWY 08: Trees. RWY 26: SAVASI(S2L)—GA 4.0° TCH 31'. Trees.

AIRPORT REMARKS: Unattended. 24 hr credit card svc avbl for fuel. ACTIVATE MIRL Rwy 08-26 and SAVASI Rwy 26—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 5003 |
| 052° | TDZE | 903 |
| | Apt Elev | 921 |

▲ NA If local altimeter setting not received, use Somerset altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OJETO WP and hold.

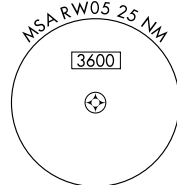
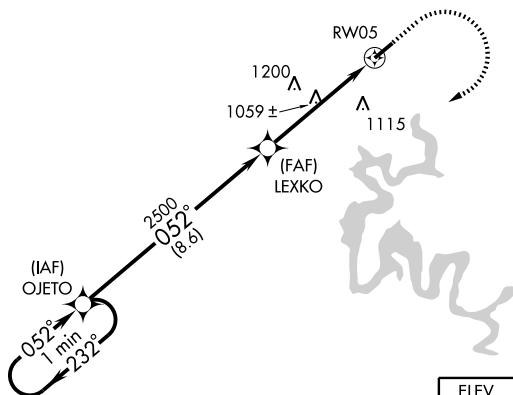
AWOS-3
121.125

INDIANAPOLIS CENTER
121.175 353.65

UNICOM
122.7 (CTAF) ①

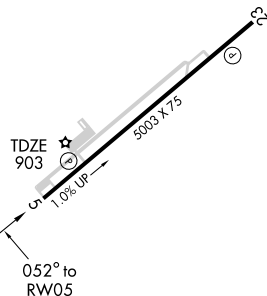
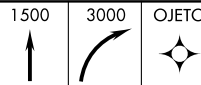
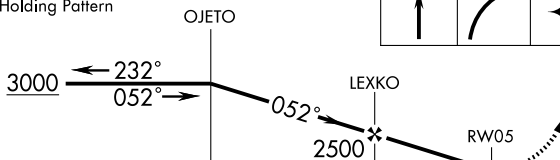
▲
2049

▲
1446



ELEV 921

One Minute
Holding Pattern



| CATEGORY | A | B | C | D |
|----------|--------------------|--------------------|--------------------|--------------------|
| S-5 | 1400-1 497 (500-1) | 1400-1 497 (500-1) | 1400-1 497 (500-1) | 1400-1 497 (500-1) |
| CIRCLING | 1400-1 479 (500-1) | 1400-1 479 (500-1) | 1400-1 479 (500-1) | 1400-1 479 (500-1) |

MIRL Rwy 5-23 ①
REIL Rws 5 and 23 ①

| | | | |
|-----------------------|------------------------|-----------------------------|---|
| NDB TYC 272 | APP CRS 232° | Rwy Idg TDZE Apt Elev | 5003 921 921 |
|-----------------------|------------------------|-----------------------------|---|

NDB or GPS RWY 23

CAMPBELLVILLE/ TAYLOR COUNTY (AAS)

NA If local altimeter setting not received, use Somerset
altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing left turn
to 2700 direct TYC NDB and hold.

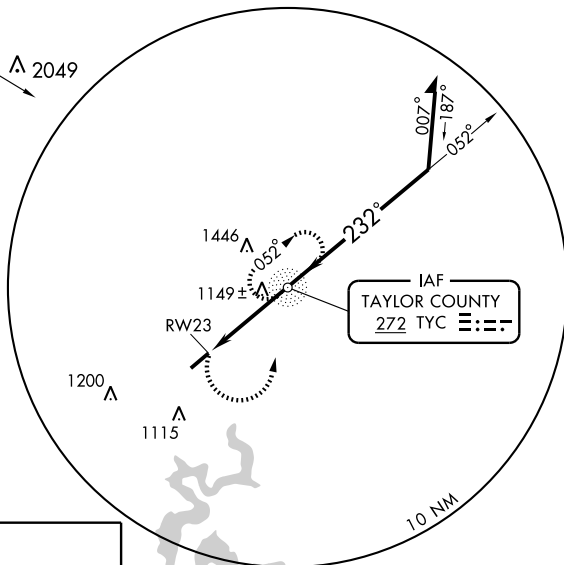
AWOS-3
121.125

INDIANAPOLIS CENTER
121.175 353.65

UNICOM
122.7 (CTAF) 0

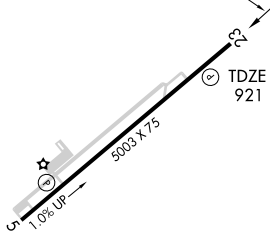
NEW HOPE
110.8 EWO ---
Chan 45

2700
123°
(24.8) **2049**



ELEV **921**

232° 3.7 NM
from FAF

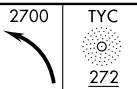


MIRL Rwy 5-23
REIL Rwy 5 and 23

FAF to MAP 3.7 NM

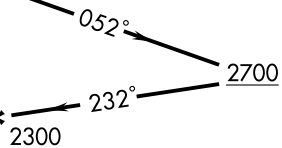
| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |

CAMPBELLVILLE, KENTUCKY
Amdt 3A 04050



NDB Remain within 10 NM

RW23



| CATEGORY | A | B | C | D |
|----------|--------------------|---|----------------------|----------------------|
| S-23 | 1400-1 479 (500-1) | | 1400-1¼ 479 (500-1¼) | 1400-1½ 479 (500-1½) |
| CIRCLING | 1400-1 479 (500-1) | | 1400-1½ 479 (500-1½) | 1480-2 559 (600-2) |

CAMPBELLVILLE/ TAYLOR COUNTY (AAS)

37° 21' N-85° 19' W

NDB or GPS RWY 23

SE-1, 23 SEP 2010 to 21 OCT 2010

SE-1, 23 SEP 2010 to 21 OCT 2010

| | | | |
|---------|---------|----------|------|
| SDF AAS | APP CRS | Rwy Idg | 5003 |
| 111.1 | 232° | TDZE | 921 |
| | | Apt Elev | 921 |

SDF RWY 23

CAMPBELLVILLE/ TAYLOR COUNTY (AAS)

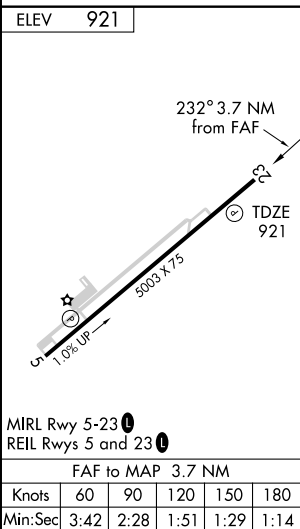
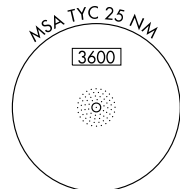
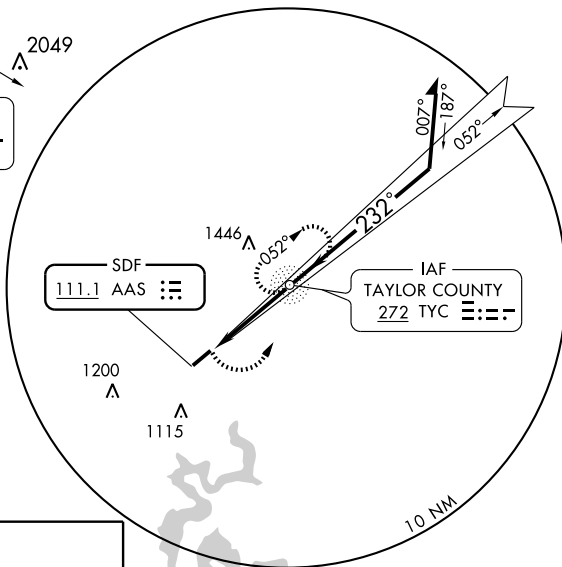
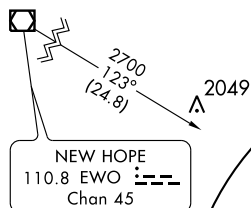
▲ NA If local altimeter setting not received, use Somerset altimeter setting and increase all MDAs 100 feet.
ADF REQUIRED

MISSED APPROACH: Climbing left turn to 2700 direct TYC NDB and hold.

AWOS-3
121.125

INDIANAPOLIS CENTER
121.175 353.65

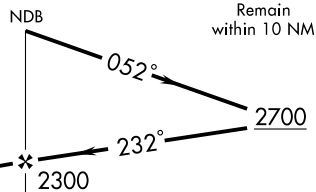
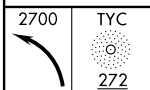
UNICOM
122.7 (CTAF) ①



MIRL Rwy 5-23 ①
REIL Rwy 5 and 23 ①

FAF to MAP 3.7 NM

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |



Remain within 10 NM

| CATEGORY | A | B | C | D |
|----------|--------|-------------|-------------------------|-------------------------|
| S-23 | 1360-1 | 439 (500-1) | 1360-1¼ 439 (500-1¼) | 1360-1½ 439 (500-1½) |
| CIRCLING | 1380-1 | 459 (500-1) | 1380-1½ 459 (500-1½) | 1480-2 559 (600-2) |

CAMPBELLVILLE, KENTUCKY

Amdt 2A 03135

CAMPBELLVILLE/ TAYLOR COUNTY (AAS)

37° 21' N-85° 19' W

SDF RWY 23

SE-1, 23 SEP 2010 to 21 OCT 2010

SE-1, 23 SEP 2010 to 21 OCT 2010

| | | | |
|---|------------------------|-----------------------------|--|
| VOR/DME EWO 110.8 Chan 45 | APP CRS 132° | Rwy Idg TDZE Apt Elev | N/A N/A 921 |
|---|------------------------|-----------------------------|--|

VOR/DME or GPS-A

CAMPBELLVILLE/ TAYLOR COUNTY (A.A.S)

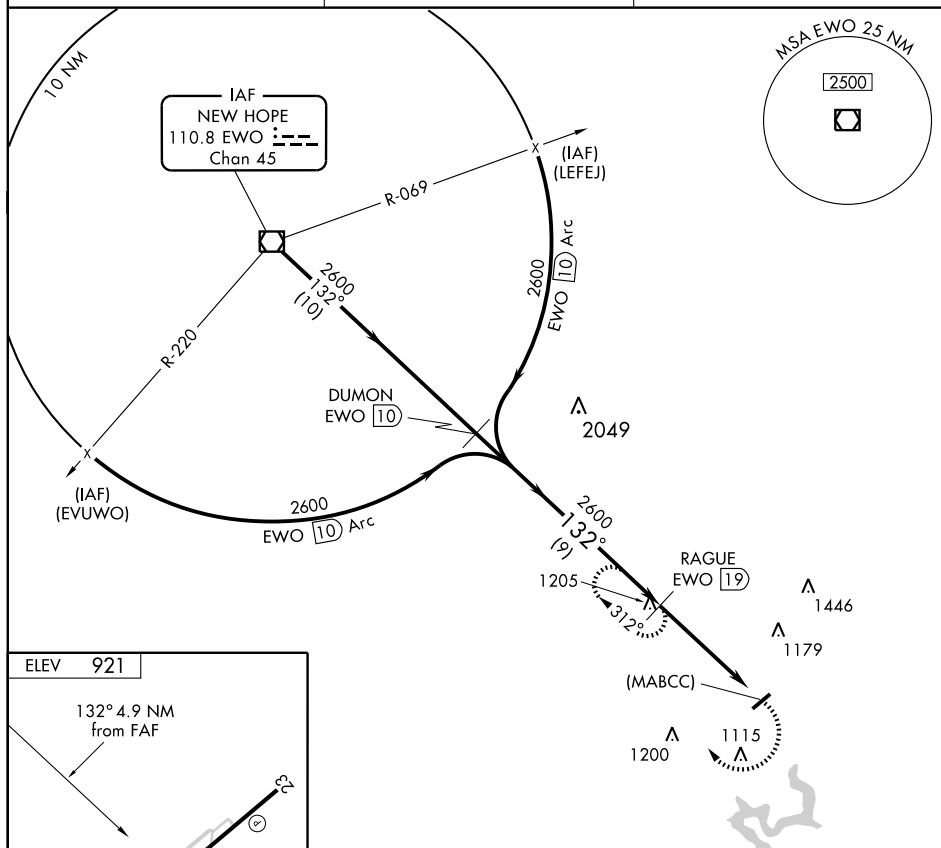
NA If local altimeter setting not received, use Somerset altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing right turn to 2600 via EWO R-132 to RAGUE 19 DME and hold.

AWOS-3
121.125

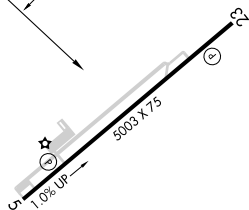
INDIANAPOLIS CENTER
121.175 353.65

UNICOM
122.7 (CTAF) 0



ELEV **921**

132° 4.9 NM
from FAF

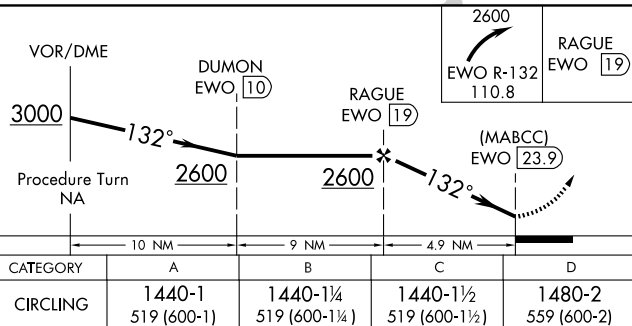


MIRL Rwy 5-23 **0**
REIL Rws 5 and 23 **0**

| Knots | 60 | 90 | 120 | 150 | 180 |
|---------|----|----|-----|-----|-----|
| Min:Sec | | | | | |

CAMPBELLVILLE, KENTUCKY

Amdt 5A 03135



CAMPBELLVILLE/ TAYLOR COUNTY (A.A.S)

37° 21' N-85° 19' W

VOR/DME or GPS-A

AIRPORT DIAGRAM

COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
AL-655 (FAA) COVINGTON, KENTUCKY

ATIS ARR 134.375

DEP 135.3

CINCINNATI TOWER

118.3 (RWYS 18C/36C, 09/27)

118.975 360.85 (RWY 18L/36R)

133.325 (RWY 18R/36L)

GND CON

121.3 (EAST)

121.7 (WEST)

CLNC DEL

127.175

D

39°04'N

39°03'N

39°02'N

39°01'N

38°59'N

38°58'N

38°57'N

38°56'N

38°55'N

38°54'N

38°53'N

38°52'N

38°51'N

38°50'N

38°49'N

38°48'N

38°47'N

38°46'N

38°45'N

38°44'N

38°43'N

38°42'N

38°41'N

38°40'N

38°39'N

38°38'N

38°37'N

38°36'N

38°35'N

38°34'N

38°33'N

38°32'N

38°31'N

38°30'N

38°29'N

38°28'N

38°27'N

38°26'N

38°25'N

38°24'N

38°23'N

38°22'N

38°21'N

38°20'N

38°19'N

38°18'N

38°17'N

38°16'N

38°15'N

38°14'N

38°13'N

38°12'N

38°11'N

38°10'N

38°09'N

38°08'N

38°07'N

38°06'N

38°05'N

38°04'N

38°03'N

38°02'N

38°01'N

38°00'N

37°59'N

37°58'N

37°57'N

37°56'N

37°55'N

37°54'N

37°53'N

37°52'N

37°51'N

37°50'N

37°49'N

37°48'N

37°47'N

37°46'N

37°45'N

37°44'N

37°43'N

37°42'N

37°41'N

37°40'N

37°39'N

37°38'N

37°37'N

37°36'N

37°35'N

37°34'N

37°33'N

37°32'N

37°31'N

37°30'N

37°29'N

37°28'N

37°27'N

37°26'N

37°25'N

37°24'N

37°23'N

37°22'N

37°21'N

37°20'N

37°19'N

37°18'N

37°17'N

37°16'N

37°15'N

37°14'N

37°13'N

37°12'N

37°11'N

37°10'N

37°09'N

37°08'N

37°07'N

37°06'N

37°05'N

37°04'N

37°03'N

37°02'N

37°01'N

37°00'N

36°59'N

36°58'N

36°57'N

36°56'N

36°55'N

36°54'N

36°53'N

36°52'N

36°51'N

36°50'N

36°49'N

36°48'N

36°47'N

36°46'N

36°45'N

36°44'N

36°43'N

36°42'N

36°41'N

36°40'N

36°39'N

36°38'N

36°37'N

36°36'N

36°35'N

36°34'N

36°33'N

36°32'N

36°31'N

36°30'N

36°29'N

36°28'N

36°27'N

36°26'N

36°25'N

36°24'N

36°23'N

36°22'N

36°21'N

36°20'N

36°19'N

36°18'N

36°17'N

36°16'N

36°15'N

36°14'N

36°13'N

36°12'N

36°11'N

36°10'N

36°09'N

36°08'N

36°07'N

36°06'N

36°05'N

36°04'N

36°03'N

36°02'N

36°01'N

36°00'N

35°59'N

35°58'N

35°57'N

35°56'N

35°55'N

35°54'N

35°53'N

35°52'N

35°51'N

35°50'N

35°49'N

35°48'N

35°47'N

35°46'N

35°45'N

35°44'N

35°43'N

35°42'N

35°41'N

35°40'N

35°39'N

35°38'N

35°37'N

35°36'N

35°35'N

35°34'N

35°33'N

35°32'N

35°31'N

35°30'N

35°29'N

35°28'N

35°27'N

35°26'N

35°25'N

35°24'N

35°23'N

35°22'N

35°21'N

35°20'N

35°19'N

35°18'N

35°17'N

35°16'N

35°15'N

35°14'N

35°13'N

35°12'N

35°11'N

35°10'N

35°09'N

35°08'N

35°07'N

35°06'N

35°05'N

35°04'N

35°03'N

35°02'N

35°01'N

35°00'N

34°59'N

34°58'N

34°57'N

34°56'N

34°55'N

34°54'N

34°53'N

34°52'N

34°51'N

34°50'N

34°49'N

34°48'N

34°47'N

34°46'N

34°45'N

34°44'N

34°43'N

34°42'N

34°41'N

34°40'N

34°39'N

34°38'N

34°37'N

34°36'N

34°35'N

34°34'N

34°33'N

34°32'N

34°31'N

34°30'N

34°29'N

34°28'N

34°27'N

34°26'N

34°25'N

34°24'N

34°23'N

34°22'N

34°21'N

34°20'N

34°19'N

34°18'N

34°17'N

34°16'N

34°15'N

34°14'N

34°13'N

34°12'N

34°11'N

34°10'N

34°09'N

34°08'N

34°07'N

34°06'N

34°05'N

34°04'N

34°03'N

34°02'N

34°01'N

34°00'N

33°59'N

33°58'N

33°57'N

33°56'N

33°55'N

33°54'N

33°53'N

33°52'N

33°51'N

33°50'N

33°49'N

33°48'N

33°47'N

33°46'N

33°45'N

33°44'N

COVINGTON, KY

CINCINNATI/NORTHERN KENTUCKY INTL (CVG) 8 SW UTC-5(-4DT) N39°02.93' W84°40.07' CINCINNATI

896 B S4 FUEL 100LL, JET A LRA ARFF Index D NOTAM FILE CVG

H-10G, L-26F, 27E

RWY 09-27: H12000X150 (ASPH-CONC-GRVD) S-75, D-210, 2S-175, 2D-400, 2D/2D2-850

IAP

HIRL CL

RWY 09: MALSR. PAPI(P4L)—GA 3.0° TCH 76'. 0.3% down.

RWY 27: MALSR(NSTD). VASI(V4L)—GA 3.0° TCH 60'.

RWY 18C-36C: H11000X150 (ASPH-CONC-GRVD) S-75, D-210, 2S-175, 2D-400, 2D/2D2-850 HIRL CL

RWY 18C: SSALR. TDZL. VASI(V4R)—GA 3.0° TCH 52'.

RWY 36C: ALSF2. TDZL. PAPI(P4L). 0.6% up

RWY 18L-36R: H10000X150 (CONC-GRVD) S-75, D-210, 2S-175, 2D-400, 2D/2D2-850 HIRL CL

RWY 18L: MALSR. TDZL. PAPI(P4R)

RWY 36R: ALSF2. TDZL. PAPI(P4R).

RWY 18R-36L: H8000X150 (CONC-GRVD) S-75, D-210, 2D-400, 2D/2D2-850 HIRL CL

RWY 18R: ALSF2. TDZL.

RWY 36L: ALSF2. TDZL. Tree.

RUNWAY DECLARED DISTANCE INFORMATION:

RWY 09: TORA-12000 TODA-12000 ASDA-11880 LDA-11880

RWY 27: TORA-12000 TODA-12000 ASDA-12000 LDA-12000

AIRPORT REMARKS: Attended continuously. Rwy 09-27 W 4200' conc; E

750' conc; remainder asph overlay. For all rwys gross weight strength for 777 acft is 595,000 lbs. For all rwys gross weight strength for MD-11 acft is 605,000 lbs. Rwys 09-27 and 18C-36C gross weight strength for DC-10 and L-1011 acft is 510,000 lbs. Noise sensitive areas N and S of arpt. Rwy 36R touchdown, midfield and rollout rwy visual range avbl. Rwy assignments between 0300-1200Z will be predicated on noise abatement considerations. Successive or simultaneous departures from Rwys 18L/C are approved with course divergence beginning no further than 2 miles from EOR due to noise abatement restrictions. Successive or simultaneous departures from Rwy 36L and Rwy 36R are approved with course divergence beginning no further than 2 miles from EOR due to noise abatement restrictions. Rwy 18R touchdown, midfield and rollout RVR avbl. Rwy 36L touchdown, midfield and rollout RVR avbl. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—Continuous Power Facilities.

WEATHER DATA SOURCES: ASOS (859) 767-8210. TDWR.

COMMUNICATIONS: D-ATIS ARR 134.375 D-ATIS DEP 135.3 UNICOM 122.95

RCO 122.1R 117.3T (LOUISVILLE RADIO)

R APP CON 123.875 (270°-089°) 119.7 (090°-269°)

TOWER 118.975 (Rwy 18L-36R) 118.3 (Rwy 18C-36C Rwy 09-27) 133.325 (Rwy 18R-36L) GND CON 121.7
(West) 121.3 (East) CLNC DEL 127.175

R DEP CON 128.7 (181°-360°) 126.65 (001°-180°)

AIRSPACE: CLASS B svc continuous etc APP CON

RADIO AIDS TO NAVIGATION: NOTAM FILE CVG.

(L) VORTAC 117.3 CVG Chan 120 N39°00.96' W84°42.20' 044° 2.6 NM to fld. 879/4W.

ILS 108.7 I-JDP Rwy 27. Class IA. LOC unusable by 20° right of course.

ILS/DME 111.55 I-SIC Chan 52(Y) Rwy 18C. Class IB.

ILS/DME 111.9 I-URN Chan 56 Rwy 09. Class IB.

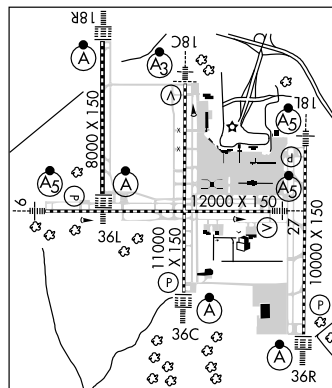
ILS/DME 109.9 I-CVG Chan 36 Rwy 36C. Class III.

ILS/DME 110.35 I-EEI Chan 40(Y) Rwy 36R. Class III.

ILS/DME 110.15 I-CIZ Chan 38(Y) Rwy 18L. Class IA. LOC unusable by 25° left of course.

ILS/DME 110.75 I-VAC Chan 44(Y) Rwy 36L. Class III.

ILS/DME 110.75 I-CJN Chan 44(Y) Rwy 18R. Class III.



CUBLA N39°21.21' W83°52.55'. NOTAM FILE ILN.

NDB (MHW/LOM) 299 HW 045° 5.9 NM to Airborne Airpark.

CINCINNATI

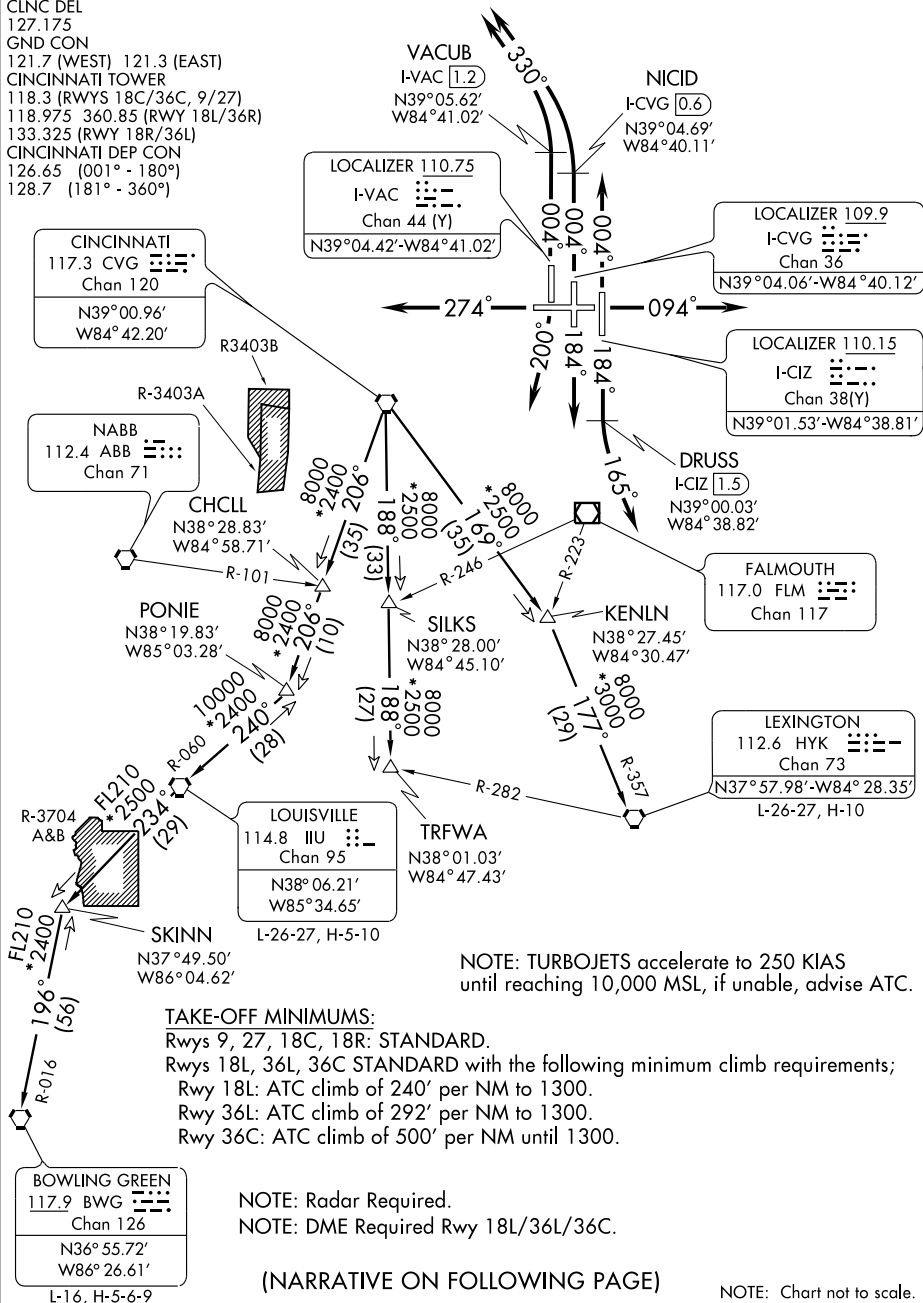
L-27E

CUYAHOGA CO (See CLEVELAND)

DAHIO TROTWOOD (See Dayton)

DARKE CO (See VERSAILLES)

ATIS DEP 135.3
CLNC DEL
127.175
GND CON
121.7 (WEST) 121.3 (EAST)
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)
CINCINNATI DEP CON
126.65 (001° - 180°)
128.7 (181° - 360°)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climb via heading 094° or as assigned, Thence....

TAKE-OFF RUNWAY 18L: Climb via heading 184° until DRUSS/1.5 DME south of I-CIZ, then turn left heading 165°, Thence....

TAKE-OFF RUNWAY 18R: Turn right heading 200°, Thence....

TAKE-OFF RUNWAY 18C: Climb via heading 184° or as assigned, Thence....

TAKE-OFF RUNWAY 27: Climb via heading 274° or as assigned, Thence....

TAKE-OFF RUNWAY 36L: Climb via heading 004° until VACUB/1.2 DME north of I-VAC, then turn left heading 330°, Thence....

TAKE-OFF RUNWAY 36C: Climb via heading 004° until NICID/0.6 DME north of I-CVG, then turn left heading 330°. Thence....

TAKE-OFF RUNWAY 36R: Climb via heading 004° or as assigned, Thence....

....expect radar vectors to transition or filed/assigned route.

Turbojet aircraft maintain 6000 feet, all other aircraft maintain 4000 feet.

Expect clearance to requested altitude/flight level ten minutes after departure.

SPECIAL INSTRUCTIONS: APPROPRIATE DEPARTURE FREQUENCY WILL BE ASSIGNED BY ATC.

BOWLING GREEN TRANSITION (BLGRS8.BWG): From over CVG VORTAC via CVG R-206 and IIU R-060 to IIU VORTAC then via IIU R-234 to SKINN INT then via BWG R-016 to BWG VORTAC.

LEXINGTON TRANSITION (BLGRS8.HYK): From over CVG VORTAC via CVG R-169 and HYK R-357 to HYK VORTAC.

LOUISVILLE TRANSITION (BLGRS8.IIU): From over CVG VORTAC via CVG R-206 and IIU R-060 to IIU VORTAC.

TRFWA TRANSITION (BLGRS8.TRFWA): From over CVG VORTAC via CVG R-188 to TRFWA INT.

TAKE-OFF OBSTACLE NOTES:

Rwy 9: Tree 3385' from DER, 1117' right of centerline, 68' AGL/988' MSL.

Trees beginning 4562' from DER, 900' left of centerline, up to 98' AGL/1003' MSL.

Rwy 18C: Multiple Trees beginning 1882' from DER, 834' left of centerline, up to 80' AGL/974' MSL.

Tree 3473' from DER, 904' right of centerline, 79' AGL/929' MSL.

Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 84' AGL/962' MSL.

Rwy 27: Multiple Trees beginning 1084' from DER, 25' left of centerline, up to 95' AGL/955' MSL.

Trees beginning 1951' from DER, 482' right of centerline, from 95' AGL/965' MSL.

Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 103' AGL/963' MSL.

Rwy 36L: Trees beginning 1033' from DER, 300' left of centerline, up to 98' AGL/922' MSL.

Multiple Trees beginning 1274' from DER, 84' right of centerline, up to 92' AGL/932' MSL.

Rwy 36R: Tree 1602' from DER, 754' right of centerline, 58' AGL/938' MSL.

Light Pole 1476' from DER, 813' left of centerline, 46' AGL/926' MSL.

RIKLE

BNGLE

HAGSS

Rwy 18L, 18C, 18R, 27, 36R, 36C, 36L:
Standard with minimum climb of 500'
per NM to 1400.

NOTE: For Non-GPS equipped aircraft: CVG, FLM, and RID DMEs must be operational for Takeoff Rwy 18L, 18C, 18R. CVG and RID DMEs must be operational for Takeoff Rwy 36C. RID DME must be operational for Takeoff Rwy 36R, 36L.

NOTE: Chart not to scale.

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then via depicted route to BNGLE, thence. . . .

TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to BNGLE, thence. . . .

TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then via depicted route to BNGLE, thence. . . .

TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then right turn direct AMMOT, then via depicted route to BNGLE, thence. . . .

TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then then via depicted route to BNGLE, thence. . . .

TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to CIGMA, then via depicted route to BNGLE, thence. . . .

TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to CIGMA, then via depicted route to BNGLE, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

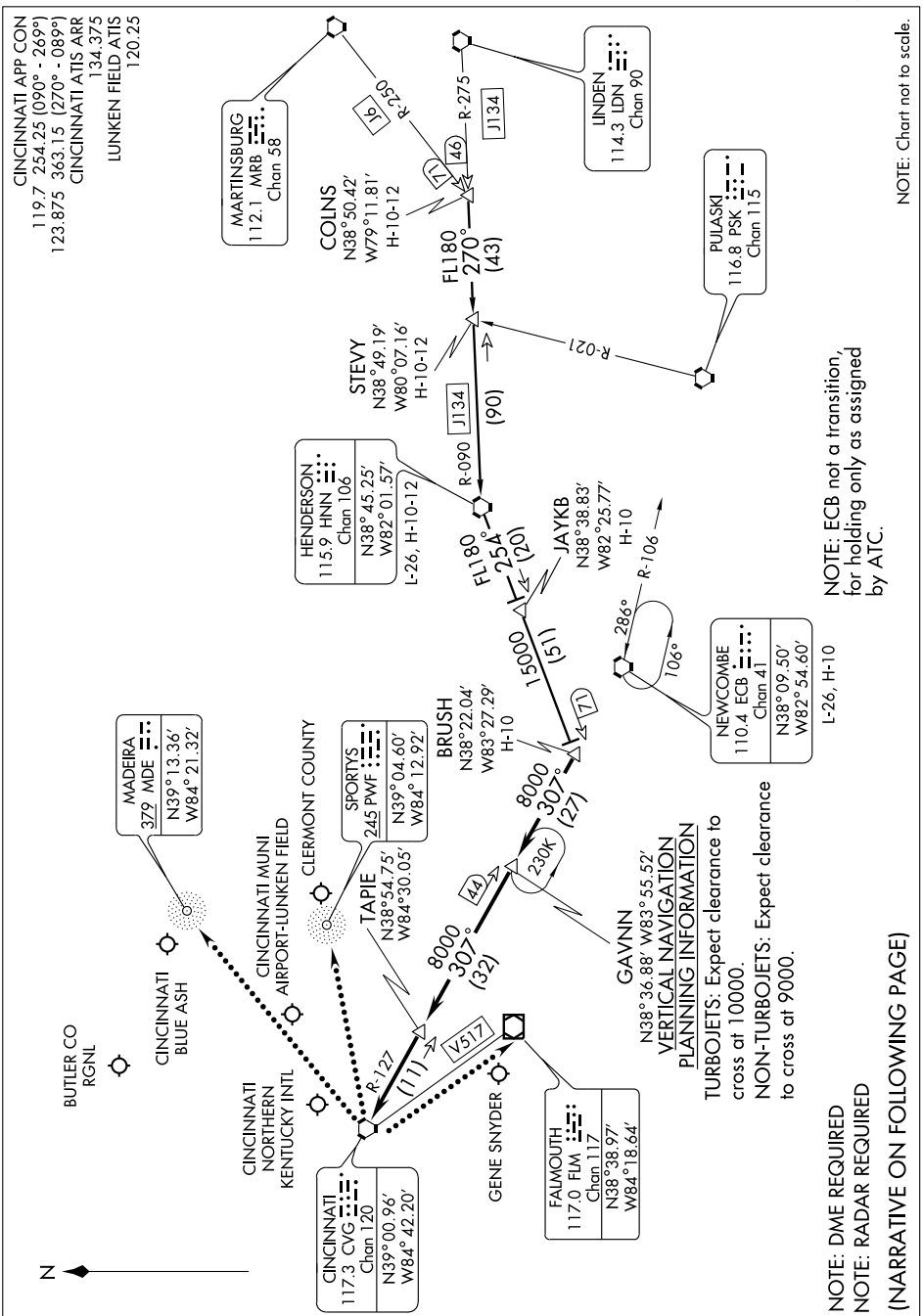
DRYER TRANSITION (BNGLE2.DJB):

RIKLE TRANSITION (BNGLE2.RIKLE):

- TAKEOFF OBSTACLE NOTES:
- Rwy 18C: Trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL.
Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.
 - Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.
 - Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.
 - Rwy 36R: Light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL.
Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

BRUSH ONE ARRIVAL

SE-1, 23 SEP 2010 to 21 OCT 2010



ARRIVAL DESCRIPTION

COLNS TRANSITION (COLNS.BRUSH1): From over COLNS INT via HNN R-090 to HNN VORTAC, then via HNN R-254 to BRUSH. Thence. . . .

HENDERSON TRANSITION (HNN.BRUSH1): From over HNN VORTAC via HNN R-254 to BRUSH. Thence. . . .

. . . .From over BRUSH via CVG R-127 to GAVNN, then via CVG R-127 to TAPIE, then via CVG R-127 to CVG VORTAC. Expect vectors to final approach course after GAVNN.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).

For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).

For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.

SE-1, 23 SEP 2010 to 21 OCT 2010

SE-1, 23 SEP 2010 to 21 OCT 2010

SE-1.23 SEP 2010 to 21 OCT 2010

CHCLL TWO DEPARTURE (RNAV)

SL-655 (FAA)

COVINGTON, KENTUCKY

ATIS DEP 135.3

CLNC DEL

127.175

GND CON

121.7 (WEST) 121.3 (EAST)

CINCINNATI TOWER

118.3 (RWYS 18C/36C, 9/27)

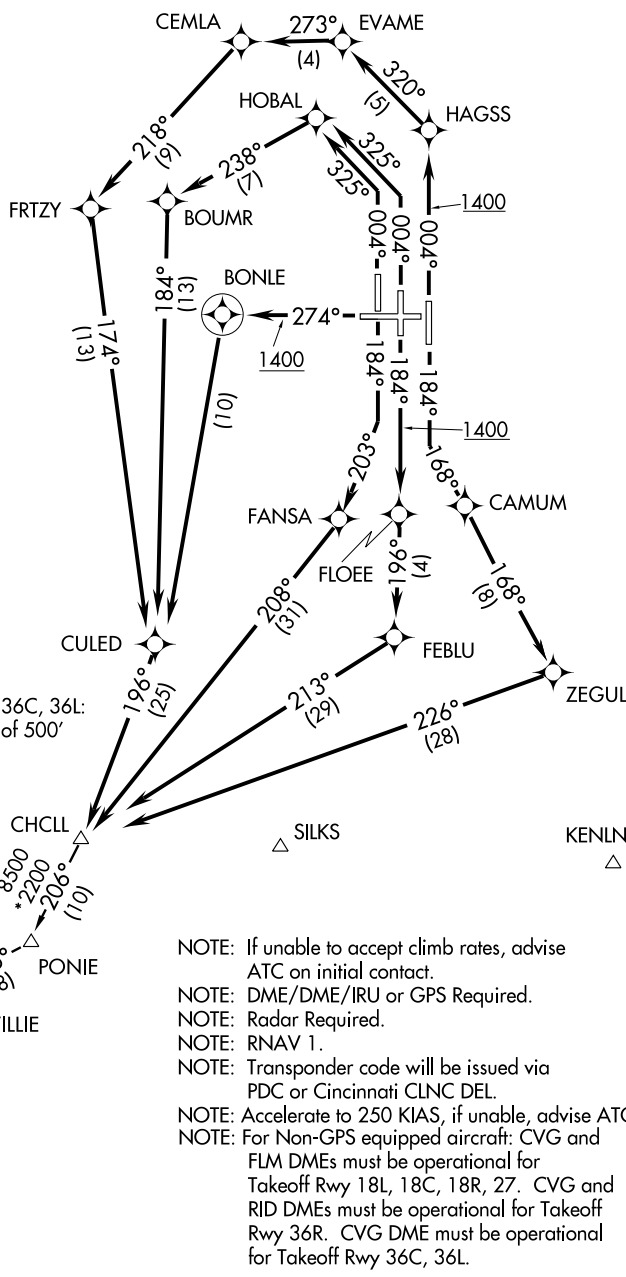
118.975 360.85 (RWY 18L/36R)

133.325 (RWY 18R/36L)

CINCINNATI DEP CON

126.65 (001° - 180°)

128.7 (181° - 360°)



TAKEOFF MINIMUMS:

Rwy 9: NA-ATC.

Rwy 18L, 18C, 18R, 27, 36R, 36C, 36L:

Standard with minimum climb of 500' per NM to 1400.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

CHCLL TWO DEPARTURE (RNAV)

COVINGTON, KENTUCKY

DEPARTURE ROUTE DESCRIPTION



TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then via depicted route to CHCLL, thence. . . .

TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to CHCLL, thence. . . .

TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then via depicted route to CHCLL, thence. . . .

TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then left turn direct CULED, then via depicted route to CHCLL, thence. . . .

TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then via depicted route to CHCLL, thence. . . .

TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to HOBAL, then via depicted route to CHCLL, thence. . . .

TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to HOBAL, then via depicted route to CHCLL, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

BOWLING GREEN TRANSITION (CHCLL2.BWG):
LOUISVILLE TRANSITION (CHCLL2.IIU):

TAKEOFF OBSTACLE NOTES:

Rwy 18C: Trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL.
Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.

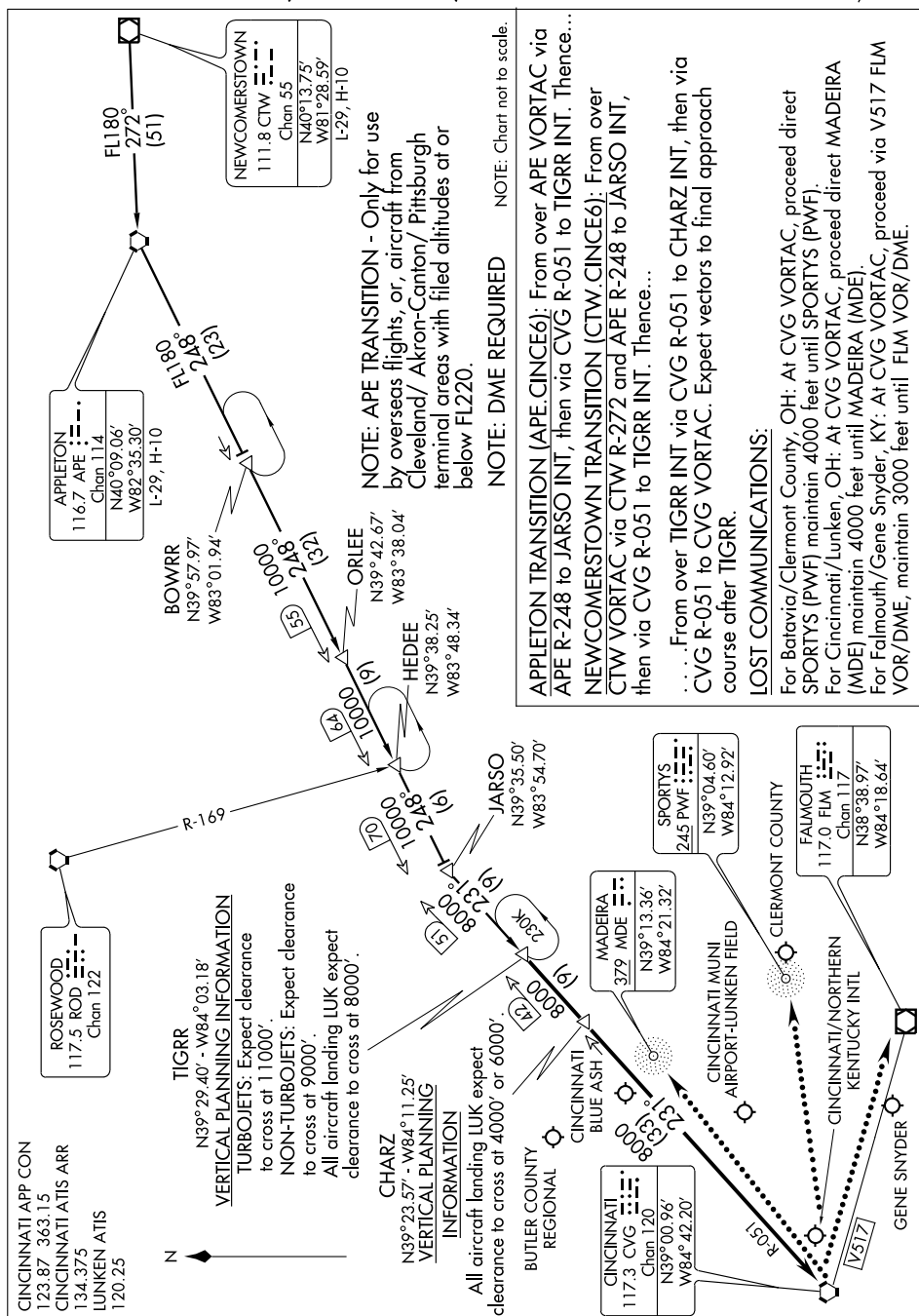
Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.

Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.

Rwy 36R: Light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL.
Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

CINCE SIX ARRIVAL (TIGRR.CINCE6)

CINCINNATI, OHIO



SE-1. 23 SEP 2010 to 21 OCT 2010

CINCE SIX ARRIVAL (TIGRR.CINCE6)

CINCINNATI, OHIO

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climb via heading 094° or as assigned, Thence....

TAKE-OFF RUNWAY 18L: Climb via heading 184° until DRUSS/1.5 DME south of I-CIZ, then turn left heading 165°, Thence....

TAKE-OFF RUNWAY 18R: Turn right heading 200°, Thence....

TAKE-OFF RUNWAY 18C: Climb via heading 184° or as assigned, Thence....

TAKE-OFF RUNWAY 27: Climb via heading 274° or as assigned, Thence....

TAKE-OFF RUNWAY 36L: Climb via heading 004° until VACUB/1.2 DME north of I-VAC, then turn left heading 330°, Thence....

TAKE-OFF RUNWAY 36C: Climb via heading 004° until NICID/0.6 DME north of I-CVG, then turn left heading 330°. Thence....

TAKE-OFF RUNWAY 36R: Climb via heading 004° or as assigned, Thence....

....expect radar vectors to transition or filed/assigned route. Turbojet aircraft maintain 6000 feet; all other aircraft maintain 4000 feet. Expect clearance to requested altitude/flight level ten minutes after departure.

SPECIAL INSTRUCTIONS: APPROPRIATE DEPARTURE FREQUENCY WILL BE ASSIGNED BY ATC. AIRCRAFT FILED OVER RICHMOND (RID) VORTAC MUST FILE A REQUESTED ALTITUDE AT/ BELOW 10,000 FEET.

TAKE-OFF MINIMUMS:

Rwys 9, 27, 18C, 18R: STANDARD.

Rwys 18L, 36L, 36C: STANDARD with the following minimum climb requirements;

Rwy 18L: ATC climb of 240' per NM to 1300.

Rwy 36L: ATC climb of 292' per NM to 1300.

Rwy 36C: ATC climb of 500' per NM until 1300.

TAKE-OFF OBSTACLE NOTES:

Rwy 9: Tree 3385' from DER, 1117' right of centerline, 68' AGL/988' MSL.

Trees beginning 4562' from DER, 900' left of centerline, up to 98' AGL/1003' MSL.

Rwy 18C: Multiple Trees beginning 1882' from DER, 834' left of centerline, up to 80' AGL/974' MSL.

Tree 3473' from DER, 904' right of centerline, 79' AGL/929' MSL.

Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 84' AGL/962' MSL.

Rwy 27: Multiple Trees beginning 1084' from DER, 25' left of centerline, up to 95' AGL/955' MSL.

Trees beginning 1951' from DER, 482' right of centerline, from 95' AGL/965' MSL.

Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 103' AGL/963' MSL.

Rwy 36L: Trees beginning 1033' from DER, 300' left of centerline, up to 98' AGL/922' MSL.

Multiple Trees beginning 1274' from DER, 84' right of centerline, up to 92' AGL/932' MSL.

Rwy 36R: Tree 1602' from DER, 754' right of centerline, 58' AGL/938' MSL.

Light Pole 1476' from DER, 813' left of centerline, 46' AGL/926' MSL..

(DEBAR.DEBAR1) 09295

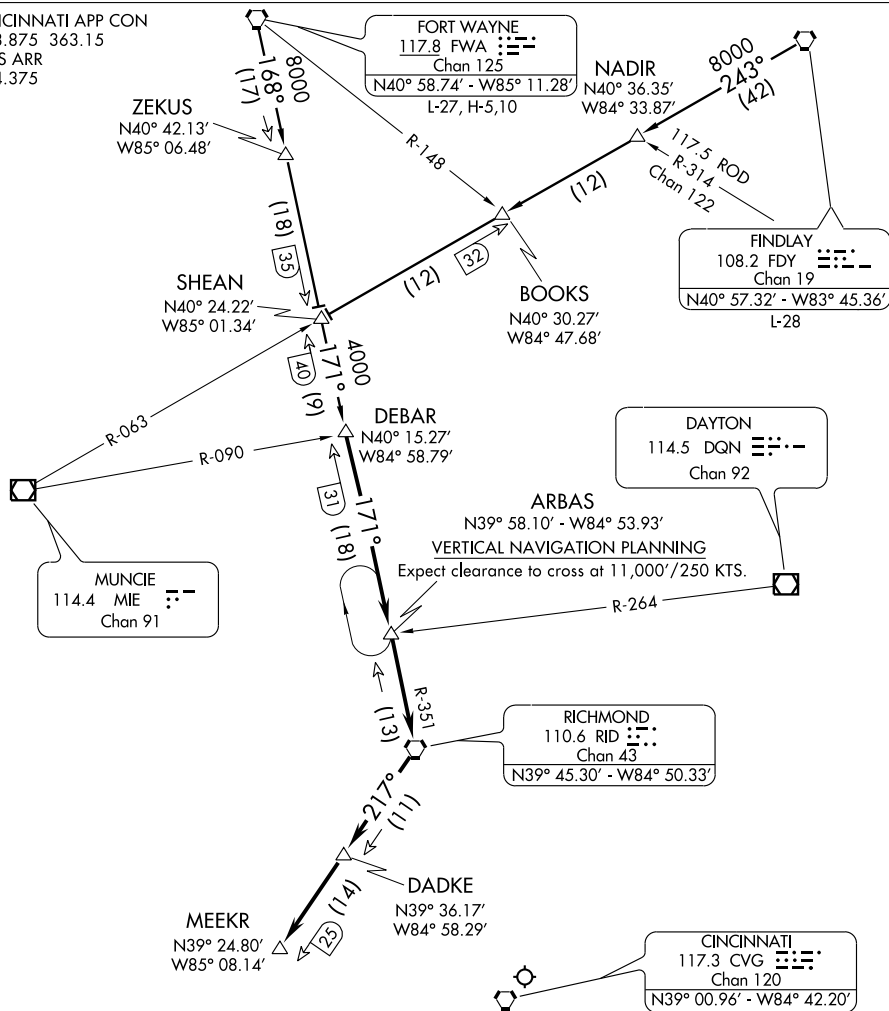
ST-655 (FAA)

CINCINNATI/NORTHERN KENTUCKY INTL

DEBAR ONE ARRIVAL

COVINGTON, KENTUCKY

CINCINNATI APP CON
123.875 363.15
ATIS ARR
134.375



NOTE: DME Required.

NOTE: Chart not to scale.

FINDLAY TRANSITION (FDY.DEBAR1): From over FDY VORTAC via FDY R-243 and MIE R-063 to SHEAN INT, then via RID R-351 to DEBAR INT, thence....

FORT WAYNE TRANSITION (FWA.DEBAR1): From over FWA VORTAC via FWA R-168 to SHEAN INT, then via RID R-351 to DEBAR INT, thence....

....From over DEBAR INT via RID R-351 to RID VORTAC then via RID R-217 to MEEKR. Expect vectors to final approach course after MEEKR.

DEBAR ONE ARRIVAL

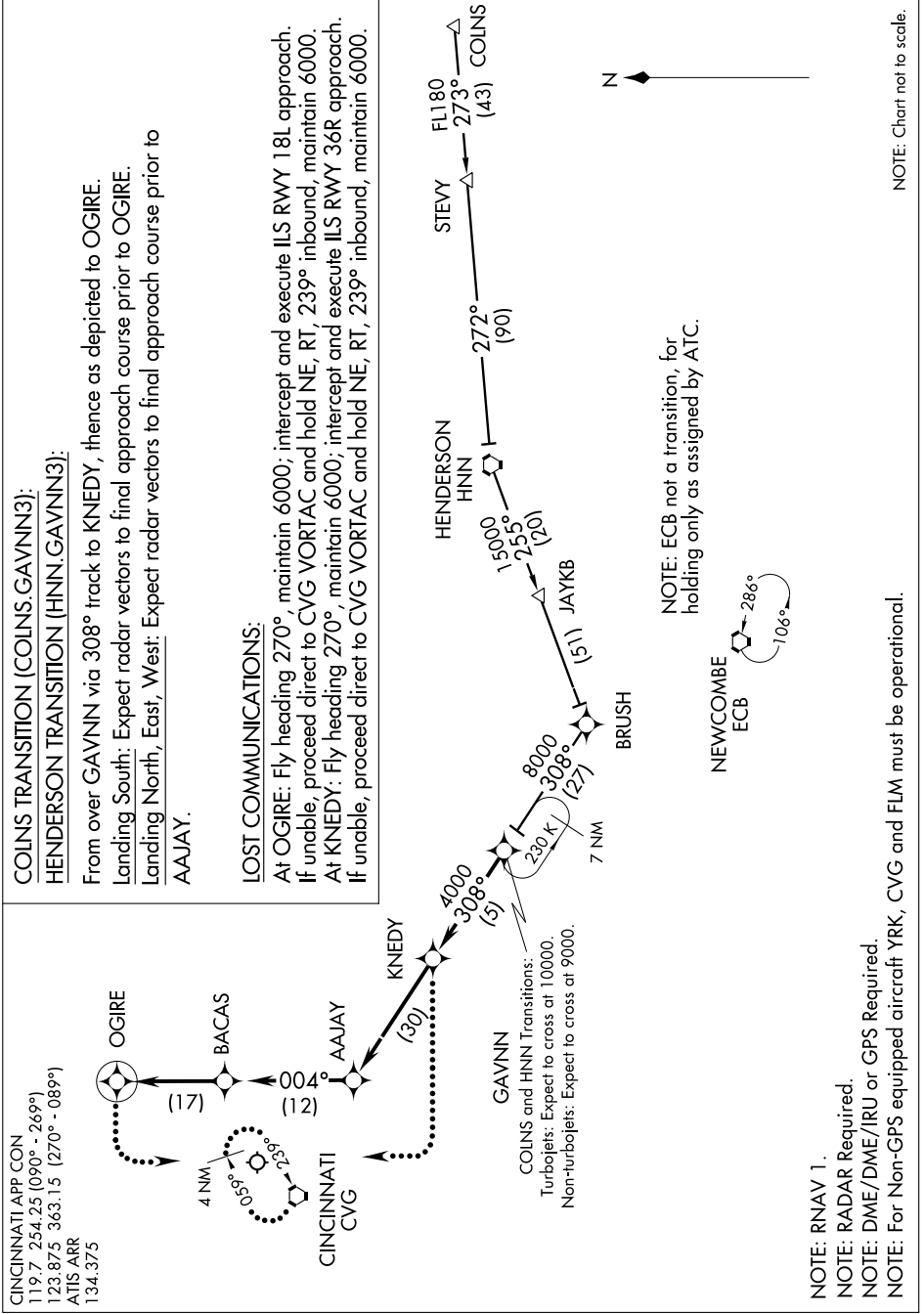
(DEBAR.DEBAR1) 09295

COVINGTON, KENTUCKY

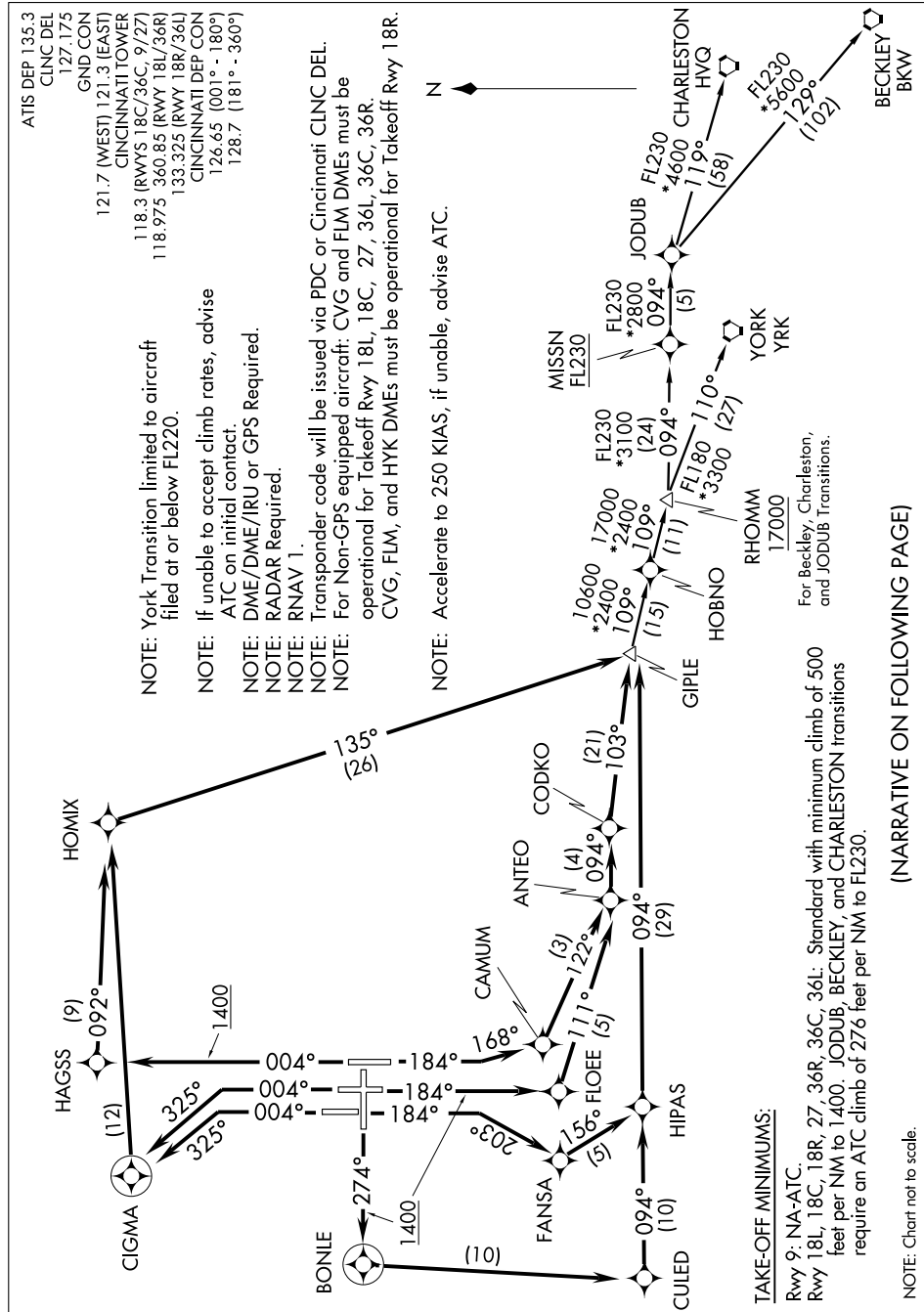
CINCINNATI/NORTHERN KENTUCKY INTL

SE-1, 23 SEP 2010 to 21 OCT 2010

SE-1, 23 SEP 2010 to 21 OCT 2010



SE-1, 23 SEP 2010 to 21 OCT 2010



SE-1, 23 SEP 2010 to 21 OCT 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then via depicted route to GIPLE, thence. . . .

TAKE-OFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to GIPLE, thence. . . .

TAKE-OFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then via depicted route to GIPLE, thence. . . .

TAKE-OFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then left turn direct CULED, then left turn via track 094° to HIPAS, then via depicted route to GIPLE, thence. . . .

TAKE-OFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then via depicted route to GIPLE, thence. . . .

TAKE-OFF RUNWAY 36C: Climb heading 004° to intercept course 325° to CIGMA, then right turn direct HOMIX, then via depicted route to GIPLE, thence. . . .

TAKE-OFF RUNWAY 36L: Climb heading 004° to intercept course 325° to CIGMA, then right turn direct HOMIX, then via depicted route to GIPLE, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

- BECKLEY TRANSITION (GIPLE3.BKW):
- CHARLESTON TRANSITION (GIPLE3.HVQ)
- JODUB TRANSITION (GIPLE3.JODUB)
- YORK TRANSITION (GIPLE3.YRK):

TAKEOFF OBSTACLE NOTES:

RWY 18C: Trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL.
Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.

RWY 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.

RWY 36C: Trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.

RWY 36R: Light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL.
Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then via depicted route to HAGOL, thence....

TAKE-OFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to HAGOL, thence....

TAKE-OFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then via depicted route to HAGOL, thence....

TAKE-OFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then right turn direct AMMOT, then via depicted route to HAGOL, thence....

TAKE-OFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then via depicted route to HAGOL, thence....

TAKE-OFF RUNWAY 36C: Climb heading 004° to intercept course 325° to CIGMA, then via depicted route to HAGOL, thence....

TAKE-OFF RUNWAY 36L: Climb heading 004° to intercept course 325° to CIGMA, then via depicted route to HAGOL, thence....

....turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within ten minutes after departure.

DAYTON TRANSITION (HAGOL2.DQN):

ROSEWOOD TRANSITION (HAGOL2.ROD):

TAKE-OFF OBSTACLE NOTES:

Rwy 18C: Trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL. Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.

Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.

Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.

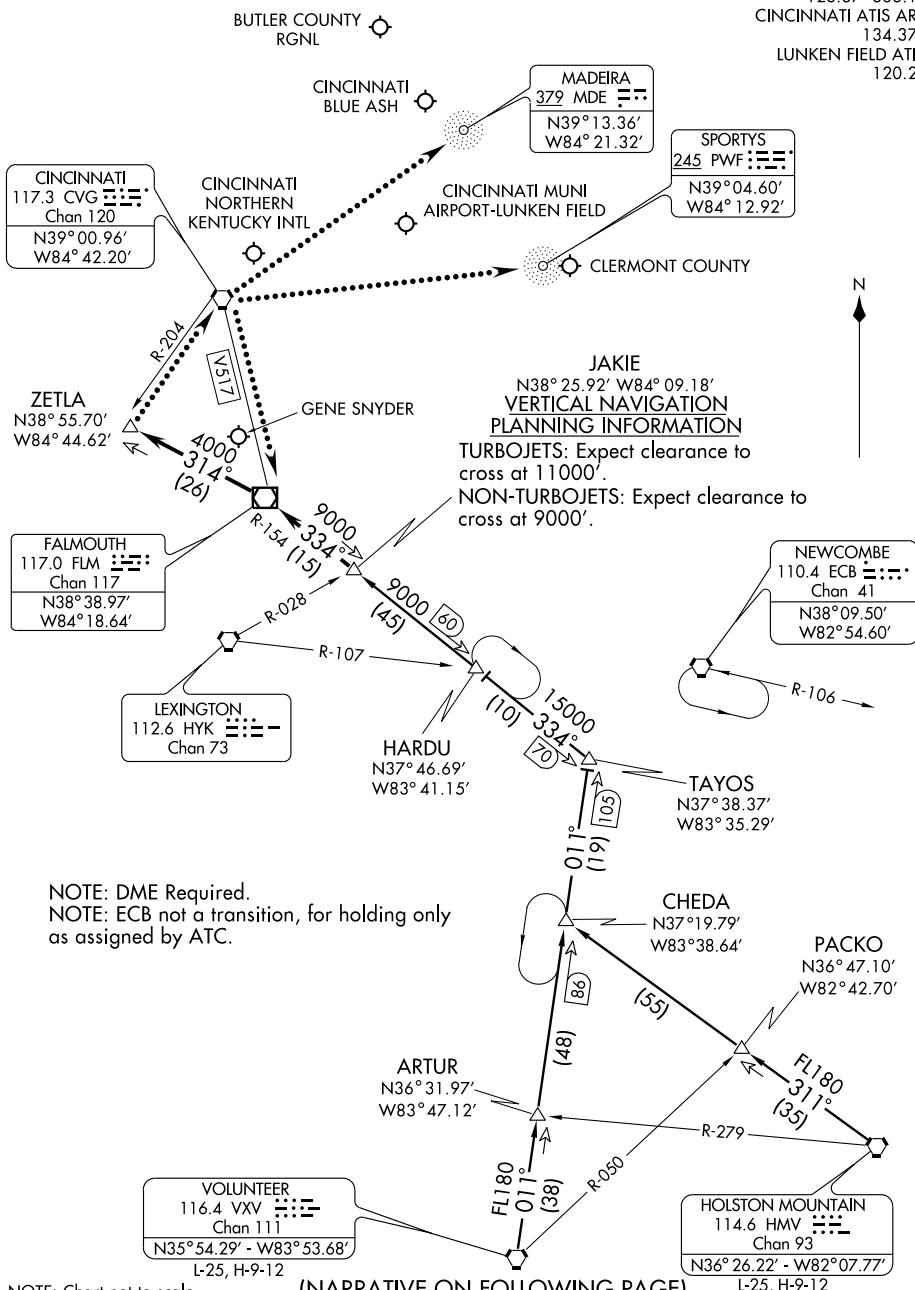
Rwy 36R: Light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL.

Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO

CINCINNATI APP CON
123.87 363.15
CINCINNATI ATIS ARR
134.375
LUNKEN FIELD ATIS
120.25



HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO

HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO

ARRIVAL DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.HARDU2): From over HMV VORTAC via HMV R-311 and VXV R-011 to TAYOS INT, then via FLM R-154 to JAKIE INT. Thence. . .

VOLUNTEER TRANSITION (VXV.HARDU2): From over VXV VORTAC via VXV R-011 and FLM R-154 to JAKIE INT. Thence. . .

. . . From over JAKIE INT via FLM R-154 to FLM VOR/DME, then via FLM R-314 to ZETLA INT. Expect vectors to final approach course after JAKIE INT.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At ZETLA INT, proceed direct to CVG VORTAC then direct SPORTYS (PWF). Maintain 4000 feet until SPORTYS (PWF).

For Butler County Rgnl, OH: At ZETLA INT, proceed direct to CVG VORTAC. Maintain 3000 feet until CVG VORTAC.

For Cincinnati/Blue Ash, OH: At ZETLA INT, proceed direct CVG VORTAC, then V517 FLM VOR/DME. Maintain 4000 feet until FLM VOR/DME.

For Cincinnati/Lunken, OH: At ZETLA INT, proceed direct CVG VORTAC then direct MADEIRA (MDE). Maintain 4000 until MADEIRA (MDE).

For Falmouth/Gene Snyder, KY: At ZETLA INT, proceed direct CVG VORTAC then via V517 FLM VOR/DME. Maintain 3000 feet until FLM VOR/DME.

SE-1, 23 SEP 2010 to 21 OCT 2010

SE-1, 23 SEP 2010 to 21 OCT 2010

| | | |
|--|------------------------|--|
| LOC/DME I-URN 111.9 Chn 56 | APP CRS 094° | Rwy Idg 11880 TDZE 883 Apt Elev 896 |
|--|------------------------|--|

COVINGTON/
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

ILS or LOC RWY 9



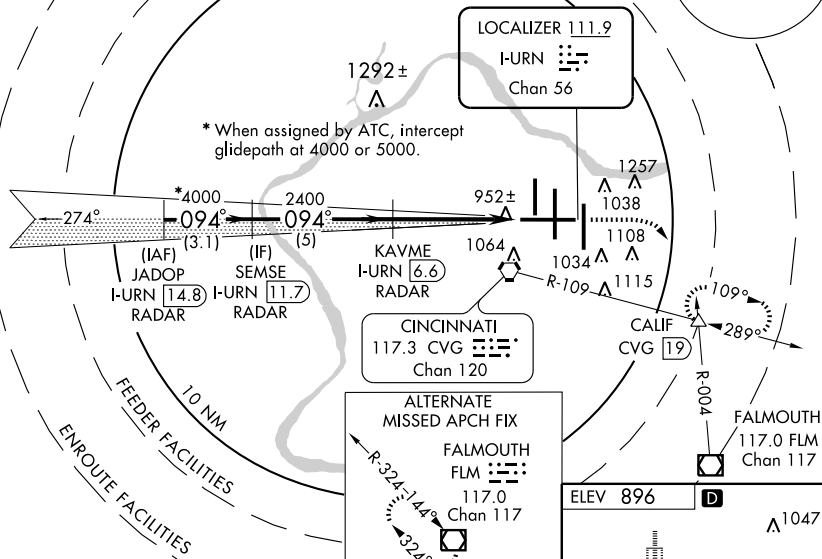
For inoperative MALSR, increase S-LOC 9 Cat. D visibility to RVR 5000. DME or RADAR Required.



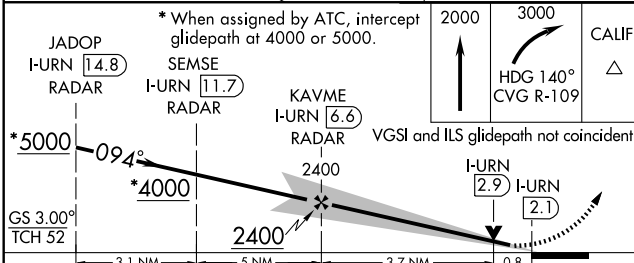
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via heading 140° and CVG R-109 to CALIE Int/19 DME and hold.

| | | | | | | | |
|---------|-------|--------------------|---------------------|------------------|-----------------------|--------------|----------|
| ATIS | | CINCINNATI APP CON | | CINCINNATI TOWER | | GND CON | CINC DEL |
| ARR | DEP | 119.7 | 254.25 (090°- 269°) | 118.975 | 360.85 (RWY 18L/36R) | 121.7 (WEST) | 127.175 |
| 134.375 | 135.3 | 123.875 | 363.15 (270°- 089°) | 118.3 | (RWYS 18C/36C, 09/27) | 121.3 (EAST) | |
| | | | | 133.325 | (RWY 18R/36L) | | |

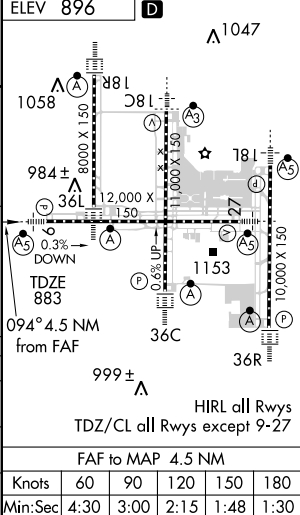
RADAR REQUIRED



SE-1.23 SEP 2010 to 21 OCT 2010



| CATEGORY | A | B | C | D |
|----------|---------------------|---|-------------------------|------------------------|
| S-ILS 9 | 1083/18 200 (200-½) | | | |
| S-LOC 9 | 1220/24 337 (400-½) | | | 1220/40 337 (400-¾) |
| CIRCLING | 1460-1 564 (600-1) | | 1460-1½ 564 (600-1½) | 1560-2 664 (700-2) |



COVINGTON, KENTUCKY

Amdt 18 10154

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

39° 03'N-84° 40'W

ILS or LOC RWY 9

| | | |
|---|------------------------|--|
| LOC/DME I-SIC <u>111.55</u> Chan 52 (Y) | APP CRS 184° | Rwy Idg 11000 TDZE 875 Apt Elev 896 |
|---|------------------------|--|

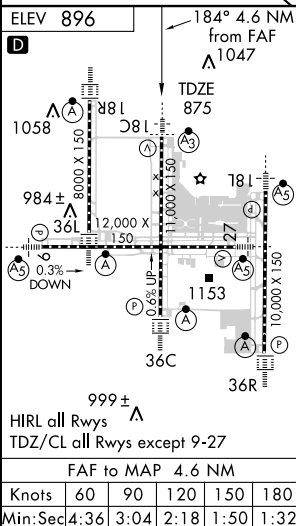
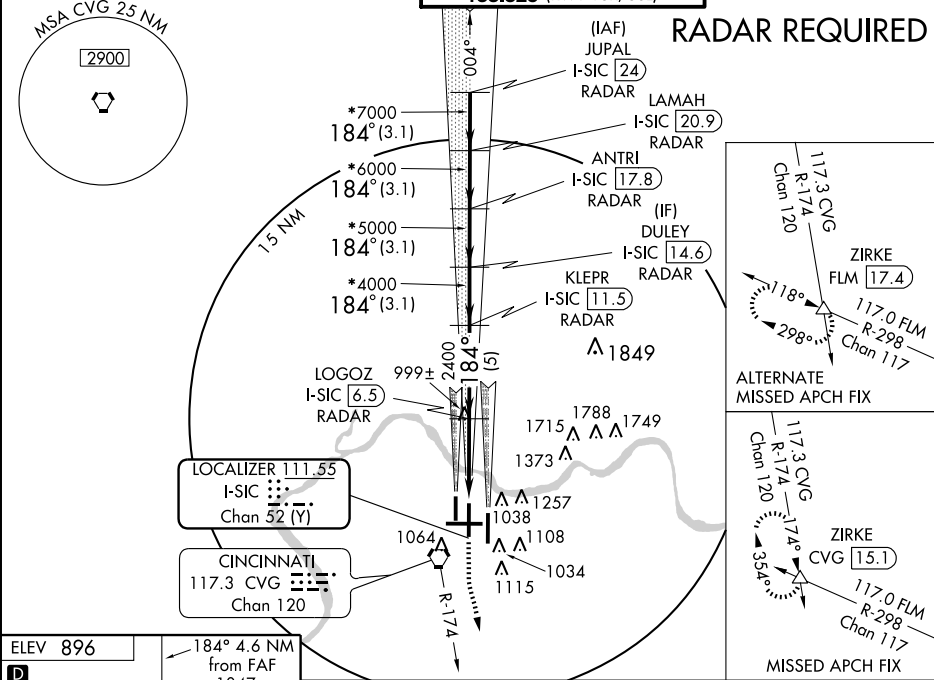
COVINGTON / ILS or LOC RWY 18C
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

T Simultaneous approach authorized with Rwy 18L and 18R.
A DME or RADAR REQUIRED. LOC procedure NA during simultaneous operations.



MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via CVG R-174 to ZIRKE Int/CVG 15.1 DME and hold.

| | | | | | | | | | |
|---------|-------|--------------------|---------------------|-----------------------------|----------------------|--------------|--|----------|--|
| ATIS | | CINCINNATI APP CON | | CINCINNATI TOWER | | GND CON | | CLNC DEL | |
| ARR | DEP | 119.7 | 254.25 (090°- 269°) | 118.975 | 360.85 (RWY 18L/36R) | 121.7 (WEST) | | 127.175 | |
| 134.375 | 135.3 | 123.875 | 363.15 (270°- 089°) | 118.3 (RWYS 18C/36C, 09/27) | | 121.3 (EAST) | | | |
| | | | | 133.325 (RWY 18R/36L) | | | | | |



JUPAL I-SIC 24
LAMAH I-SIC 20.9
ANTRI I-SIC 17.8
DULEY I-SIC 14.6
KLEPR I-SIC 11.5
LOGOZ I-SIC 6.5
I-SIC 2.9
I-SIC 1.9

184°

*8000
*7000
*6000
*5000
*4000
2400
2400

GS 3.00°
TCH 55°

* When assigned by ATC, intercept gliderpath at 4000 or 5000 or 6000 or 7000 or 8000.

| CATEGORY | A | B | C | D |
|-----------|---------------------|----------------------|--------------------|---------------------|
| S-ILS 18C | 1075/18 200 (200-½) | | | |
| S-LOC 18C | 1260/24 385 (400-½) | | | 1260/40 385 (400-¾) |
| CIRCLING | 1460-1 564 (600-1) | 1460-1½ 564 (600-1½) | 1560-2 664 (700-2) | |

COVINGTON, KENTUCKY

Amdt 22 10154

COVINGTON / CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

39°03'N - 84°40'W

ILS or LOC RWY 18C

SE-1, 23 SEP 2010 to 21 OCT 2010

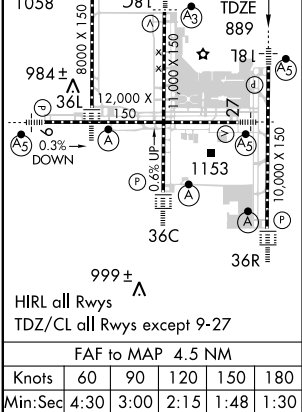
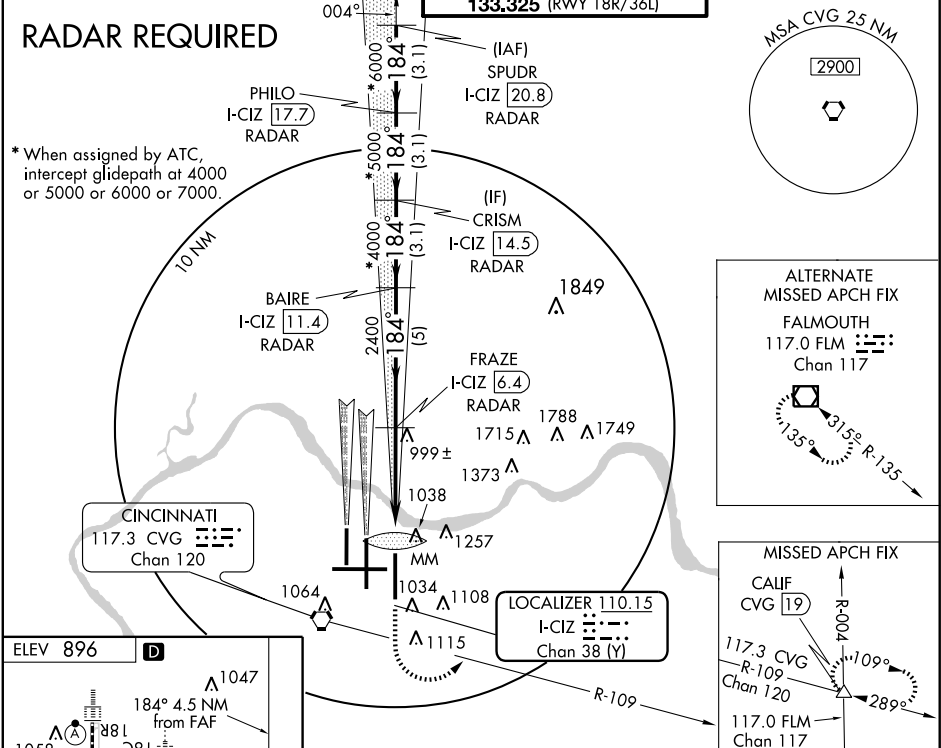
SE-1 23 SEP 2010 to 21 OCT 2010

SE-1, 23 SEP 2010 to 21 OCT 2010

| | | | | | | | |
|---------------------|---------|----------|--------------|---|--|--------------------|--|
| COVINGTON, KENTUCKY | | | AL-655 (FAA) | COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG) | | ILS or LOC RWY 18L | |
| LOC/DME I-CIZ | APP CRS | Rwy Idg | 10000 | | | | |
| 110.15 | 184° | TDZE | 889 | | | | |
| Chan 38 (Y) | | Apt Elev | 896 | | | | |

| | | | | | | |
|---|--|--|------------------|---|--|--|
| ▼ Simultaneous approach authorized with Rwy 18C and 18R. ▲ DME or RADAR REQUIRED. ▲ LOC procedure NA during simultaneous operations. | | | MALSR | MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via CVG R-109 to CALIF Int/CVG 19 DME and hold. | | |
|---|--|--|------------------|---|--|--|

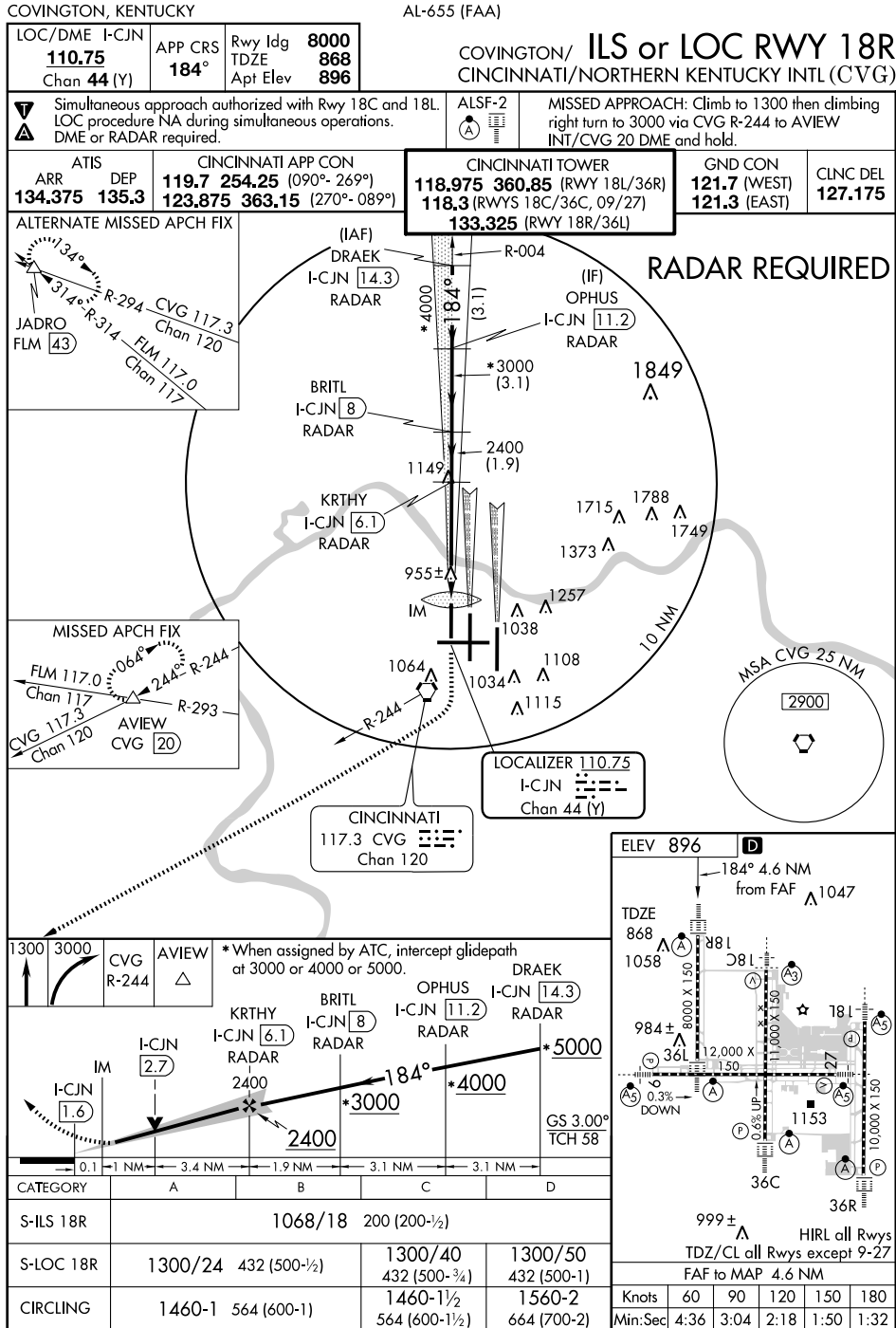
| | | | | | | | |
|---------|-------|--------------------|---------------------|-----------------------------|----------------------|--------------|----------|
| ATIS | | CINCINNATI APP CON | | CINCINNATI TOWER | | GND CON | CLNC DEL |
| ARR | DEP | 119.7 | 254.25 (090°- 269°) | 118.975 | 360.85 (RWY 18L/36R) | 121.7 (WEST) | 127.175 |
| 134.375 | 135.3 | 123.875 | 363.15 (270°- 089°) | 118.3 (RWYS 18C/36C, 09/27) | | 121.3 (EAST) | |
| | | | | 133.325 (RWY 18R/36L) | | | |



| | | | | | | | | | | | | | |
|--|--|--------------------------------|--|--------------------------------|--|--------------------------------|--|-------------------------------|--|--|--|------------------------------|--|
| SPUDR I-CIZ [20.8] RADAR | | PHILO I-CIZ [17.7] RADAR | | CRISM I-CIZ [14.5] RADAR | | BAIRE I-CIZ [11.4] RADAR | | FRAZE I-CIZ [6.4] RADAR | | VGSI and ILS glidepath not coincident. | | 1500 3000 CALIF CVG R-109 | |
| *7000 | | *6000 | | *5000 | | *4000 | | 2400 | | I-CIZ [2.8] | | I-CIZ [1.8] | |
| GS 3.00° | | TCH 55 | | | | | | | | | | | |
| * When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000. | | | | | | | | | | | | | |
| -3.1 NM | | -3.1 NM | | -3.1 NM | | -5 NM | | -3.6 NM | | 0.5 | | 0.4 | |
| CATEGORY | | A | | B | | C | | D | | | | | |
| S-ILS 18L | | | | 1089/18 | | 200 (200-½) | | | | | | | |
| S-LOC 18L | | | | 1260/24 | | 371 (400-½) | | 1260/40 | | 371 (400-¾) | | | |
| CIRCLING | | 1460-1 | | 564 (600-1) | | 1460-1½ | | 564 (600-½) | | 1560-2 | | 664 (700-2) | |

SE-1, 23 SEP 2010 to 21 OCT 2010

SE-1, 23 SEP 2010 to 21 OCT 2010



SE-1, 23 SEP 2010 to 21 OCT 2010

| | | |
|----------------------------------|------------------------|--|
| LOC I-JDP <u>108.7</u> | APP CRS 274° | Rwy Idg 12000 TDZE 875 Apt Elev 896 |
|----------------------------------|------------------------|--|

ILS or LOC RWY 27
COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)



MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 230° and CVG R-244 to AVIEW Int/CVG 20 DME and hold.

| | |
|---------------|-----------------------------|
| ATIS | CINCINNATI APP CON |
| ARR DEP | 119.7 254.25 (090°- 269°) |
| 134.375 135.3 | 123.875 363.15 (270°- 089°) |

CINCINNATI TOWER
118.975 360.85 (RWY 18L/36R)
118.3 (RWYS 18C/36C, 09/27)
133.325 (RWY 18R/36L)

GND CON
121.7 (WEST)
121.3 (EAST)


CLNC DEL
127.175

MISSED APCH FIX

RADAR REQUIRED

MSA CVG 25 NM

2900

LOCALIZER 108.7
I-JDP 

CINCINNATI
117.3 CVG
Chan 120

ALTERNATE
MISSED APCH FIX

FALMOUTH
FLM 
117.0
Chap 117

ELEV 896

D

* When assigned by ATC,
intercept altitude at 3500.

| | | |
|-----------|------------------------------------|------------|
| 2000 ↑ | 3000 ↙ HDG 230° CVG R-244 | AVIEW △ |
|-----------|------------------------------------|------------|

VGSI and ILS glidepath
not coincident.

BLOC
WEGDA INT. RAD

LOC
RAD

KAYDE

INT
|

50

| | | |
|---|---|---|
| # | 1 | 5 |
|---|---|---|

assigned

* When assigned by ATC,
intercept glidepath at 3500.

| CATEGORY | A | B | C | D |
|----------|---|---|---|---|
|----------|---|---|---|---|

| | | |
|----------|---------|---------------|
| S-ILS 27 | 1075/24 | 200 (200-1/2) |
|----------|---------|---------------|

| | | | |
|----------|-----------------------|---------|---------|
| S-LOC 27 | 1420/24 545 (600-1/2) | 1420/50 | 1420/60 |
|----------|-----------------------|---------|---------|

| | | | | |
|---------|--------|-------------|---------|--------|
| CIRCUIT | 1460-1 | 564 (600-1) | 1460-1½ | 1560-2 |
|---------|--------|-------------|---------|--------|

COVINGTON, KENTUCKY

Amdt 17 10154




COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

39° 03' N-84° 40' W

ILS or LOC RWY 27

| | | |
|---|------------------------|--|
| LOC/DME I-CVG 109.9 Chan 36 | APP CRS 004° | Rwy Idg 11000 TDZE 851 Apt Elev 896 |
|---|------------------------|--|

COVINGTON/ ILS or LOC RWY 36C
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

-  Simultaneous approach authorized with Rwy 36L and 36R.
 LOC procedure NA during simultaneous operations.
 DME REQUIRED.

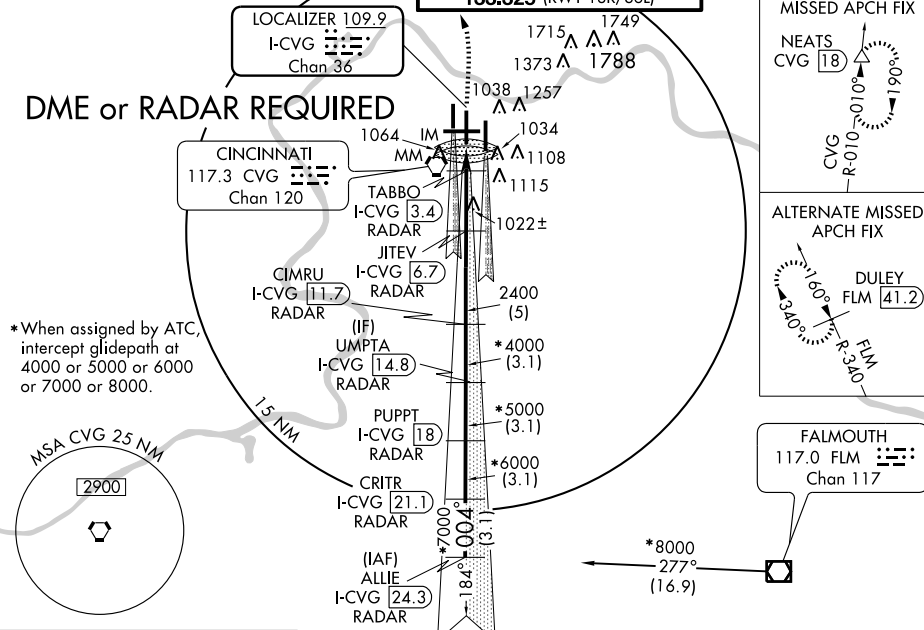
ALSF-2



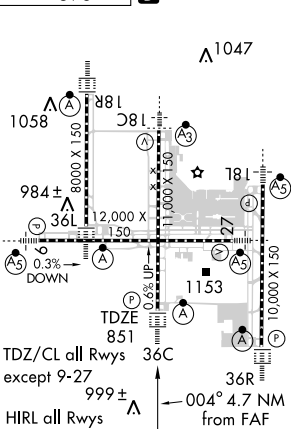
MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via CVG R-010 to NEATS/CVG 18 DME and hold.

| | | | | | | | | | |
|---------|-------|--------------------|----------------------|------------------|-----------------------|---------|--------|----------|---------|
| ATIS | | CINCINNATI APP CON | | CINCINNATI TOWER | | GND CON | | CINC DEL | |
| ARR | DEP | 119.7 | 254.25 (090° - 269°) | 118.975 | 360.85 (RWY 18L/36R) | 121.7 | (WEST) | | |
| 134.375 | 135.3 | 123.875 | 363.15 (270° - 089°) | 118.3 | (RWYS 18C/36C, 09/27) | 121.3 | (EAST) | | 127.175 |
| | | | | 133.325 | (RWY 18R/36L) | | | | |

DME or RADAR REQUIRED



ELEV 896

[illegible]

| CATEGORY | A | B | C | D |
|--------------------|---------------------|-------------|-------------------------|------------------------|
| S-ILS 36C | 1051/18 200 (200-½) | | | |
| S-LOC 36C | 1340/24 | 489 (500-½) | 1340/40 489 (500-¾) | 1340/50 489 (500-1) |
| CIRCLING | 1460-1 | 564 (600-1) | 1460-1½ 564 (600-1½) | 1560-2 664 (700-2) |
| TABBO FIX MINIMUMS | | | | |
| S-LOC 36C | 1260/24 | 409 (400-½) | 1260/40 | 409 (400-¾) |
| CIRCLING | 1460-1 | 564 (600-1) | 1460-1½ 564 (600-1½) | 1560-2 664 (700-2) |

COVINGTON, KENTUCKY

Amdt 41 10154

COVINGTON/ CINCINNATI/ NORTHERN KENTUCKY INTL (CVG)

39° 03' N-84° 40' W

ILS or LOC RWY 36C

SE-1, 23 SEP 2010 to 21 OCT 2010

COVINGTON, KENTUCKY

AL-655 (FAA)

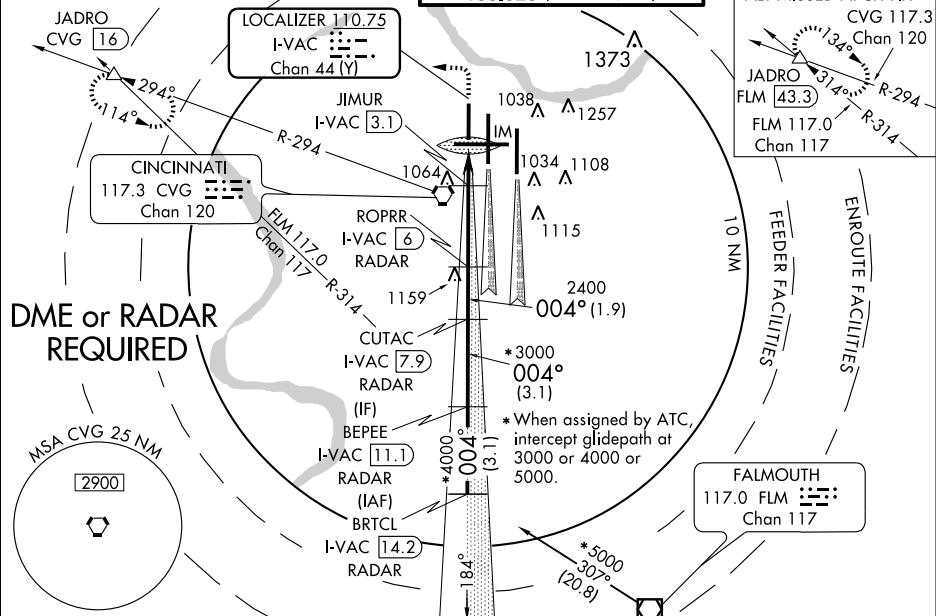
| | | | | |
|--|------------------------|---|---|--------------------|
| LOC/DME I-VAC 110.75 Chan 44 (Y) | APP CRS 004° | Rwy Idg 8000 TDZE 873 Apt Elev 896 | COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG) | ILS or LOC RWY 36L |
| | | | | |

Simultaneous approach authorized with Rwy 36C and 36R. LOC procedure NA during simultaneous operations.
DME Required.

ALS-F-2
A

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 via heading 270° and CVG R-294 to JADRO/CVG 16 DME and hold.

| | | | | | | | |
|---|--|--|--|---|--|---|----------------------------|
| ATIS ARR DEP 134.375 135.3 | | CINCINNATI APP CON 119.7 254.25 (090°-269°) 123.875 363.15 (270°-089°) | | CINCINNATI TOWER 118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L) | | GND CON 121.7 (WEST) 121.3 (EAST) | CLNC DEL 127.175 |
|---|--|--|--|---|--|---|----------------------------|



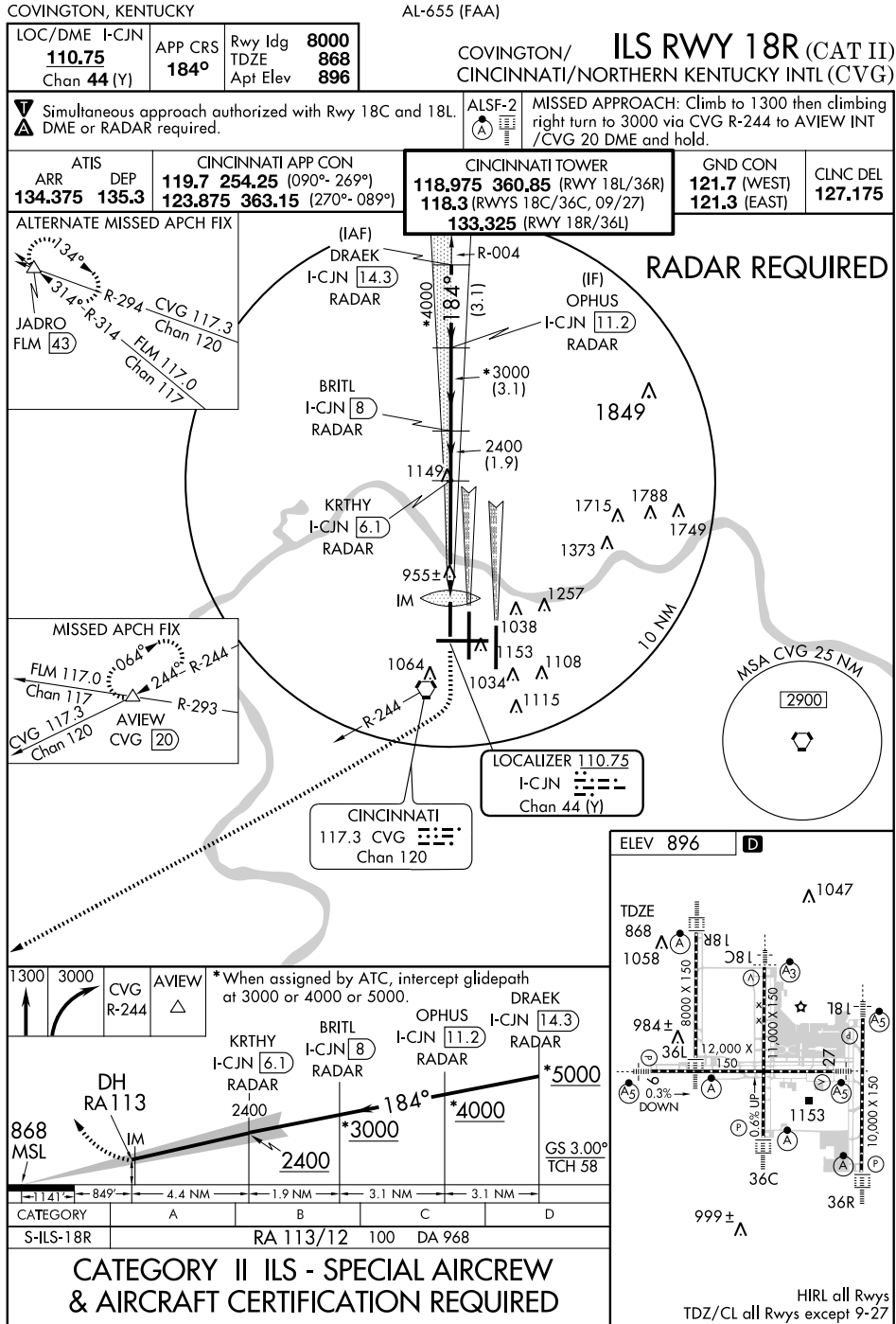
| | | | | | | | |
|--|--|-------|--|----------|--|--------|--|
| BRTCL * When assigned by ATC, intercept I-VAC 14.2 glidepath at 3000 or 4000 or 5000. | | JADRO | | ELEV 896 | | A 1047 | |
| RADAR BEPEE CUTAC ROPRR | | JADRO | | ELEV 896 | | A 1047 | |
| I-VAC 11.1 I-VAC 7.9 I-VAC 6 | | JADRO | | ELEV 896 | | A 1047 | |
| RADAR BEPEE CUTAC ROPRR | | JADRO | | ELEV 896 | | A 1047 | |
| * 5000 | | JADRO | | ELEV 896 | | A 1047 | |
| GS 3.00° | | JADRO | | ELEV 896 | | A 1047 | |
| TCH 55 | | JADRO | | ELEV 896 | | A 1047 | |
| CATEGORY | | JADRO | | ELEV 896 | | A 1047 | |
| S-ILS 36L | | JADRO | | ELEV 896 | | A 1047 | |
| S-LOC 36L | | JADRO | | ELEV 896 | | A 1047 | |
| CIRCLING | | JADRO | | ELEV 896 | | A 1047 | |
| JIMMUR FIX MINIMUMS | | JADRO | | ELEV 896 | | A 1047 | |
| S-LOC 36L | | JADRO | | ELEV 896 | | A 1047 | |
| CIRCLING | | JADRO | | ELEV 896 | | A 1047 | |

COVINGTON, KENTUCKY
Amdt 1 10154

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
39° 03' N-84° 40' W
ILS or LOC RWY 36L

SE-1, 23 SEP 2010 to 21 OCT 2010

SE-1, 23 SEP 2010 to 21 OCT 2010



SE-1, 23 SEP 2010 to 21 OCT 2010

| | | |
|--|------------------------|--|
| LOC/DME I-CVG <u>109.9</u> Chan 36 | APP CRS 004° | Rwy Idg 11000 TDZE 851 Apt Elev 896 |
|--|------------------------|--|

COVINGTON/
CINCINNATI,

ILS RWY 36C (CAT II)
NORTHERN KENTUCKY INTL (CVG)

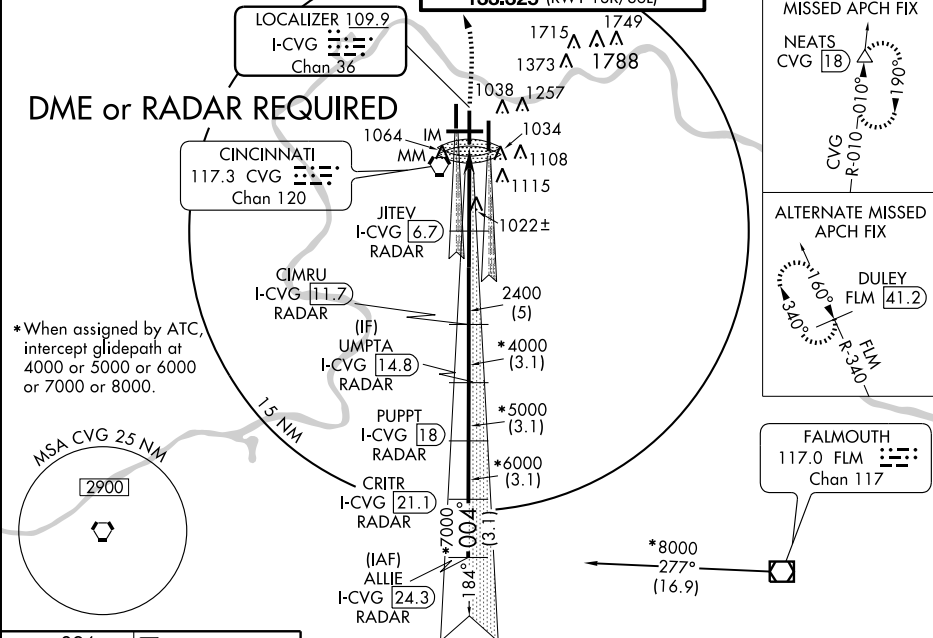
- T** Simultaneous approach authorized with Rwy 36L and 36R.
A DME REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via CVG R-010 to NEATS/CVG 18 DME and hold.

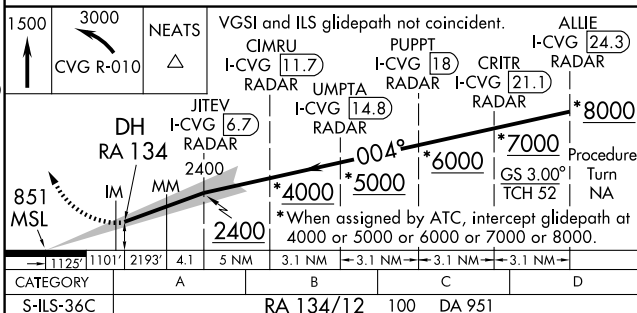
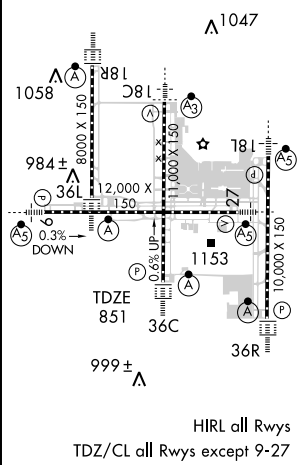
| | | | | | | | | | |
|---------|-------|--------------------|----------------------|------------------|-----------------------|---------|--------|----------|---------|
| ATIS | | CINCINNATI APP CON | | CINCINNATI TOWER | | GND CON | | CINC DEL | |
| ARR | DEP | 119.7 | 254.25 (090° - 269°) | 118.975 | 360.85 (RWY 18L/36R) | 121.7 | (WEST) | | |
| 134.375 | 135.3 | 123.875 | 363.15 (270° - 089°) | 118.3 | (RWYS 18C/36C, 09/27) | 121.3 | (EAST) | | 127.175 |
| | | | | 133.325 | (RWY 18R/36L) | | | | |

DME or RADAR REQUIRED



ELEV 896

D



CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

| | | | |
|---------------|-------------|----------|------------|
| LOC/DME I-CVG | APP CRS | Rwy Idg | 11000 |
| 109.9 | 004° | TDZE | 851 |
| Chan 36 | | Apt Elev | 896 |

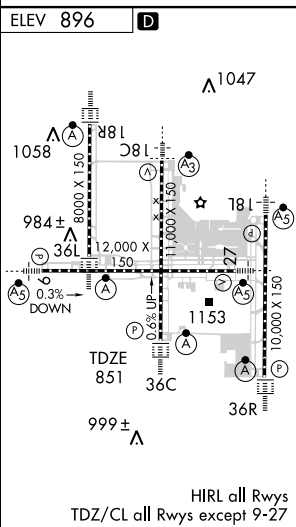
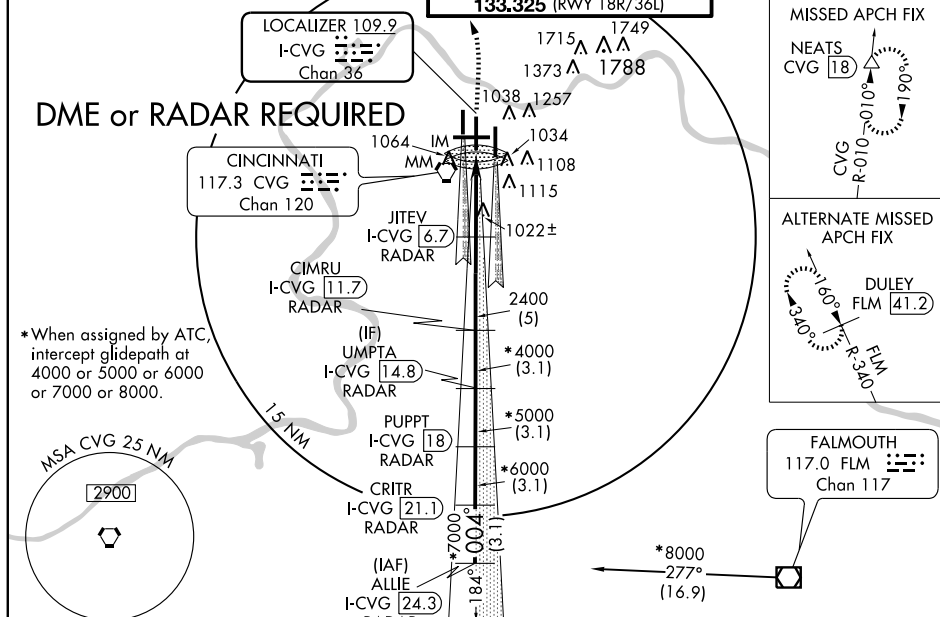
COVINGTON/
CINCINNATI/NORTHERN KENTUCKY INTL (CVG) **ILS RWY 36C (CAT III)**

- ▼ Simultaneous approach authorized with Rwy 36R and 36L.
▲ DME or RADAR REQUIRED.



MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via CVG R-010 to NEATS Int/18 DME and hold.

| ATIS | | CINCINNATI APP CON | | CINCINNATI TOWER | | GND CON | | CLNC DEL | |
|----------------|--------------|--------------------|-----------------------------|------------------------------------|-----------------------------|---------------------|--|----------|----------------|
| ARR | DEP | | | | | | | | |
| 134.375 | 135.3 | 119.7 | 254.25 (090° - 269°) | 118.975 | 360.85 (RWY 18L/36R) | 121.7 (WEST) | | | |
| | | 123.875 | 363.15 (270° - 089°) | 118.3 (RWYS 18C/36C, 09/27) | | 121.3 (EAST) | | | |
| | | | | 133.325 (RWY 18R/36L) | | | | | 127.175 |



| CATEGORY | | A | B | C | D |
|-----------|--|----------|--------|---|---|
| S-ILS 36C | | CAT IIIa | RVR 07 | | |
| S-ILS 36C | | CAT IIIb | RVR 06 | | |
| S-ILS 36C | | CAT IIIc | NA | | |

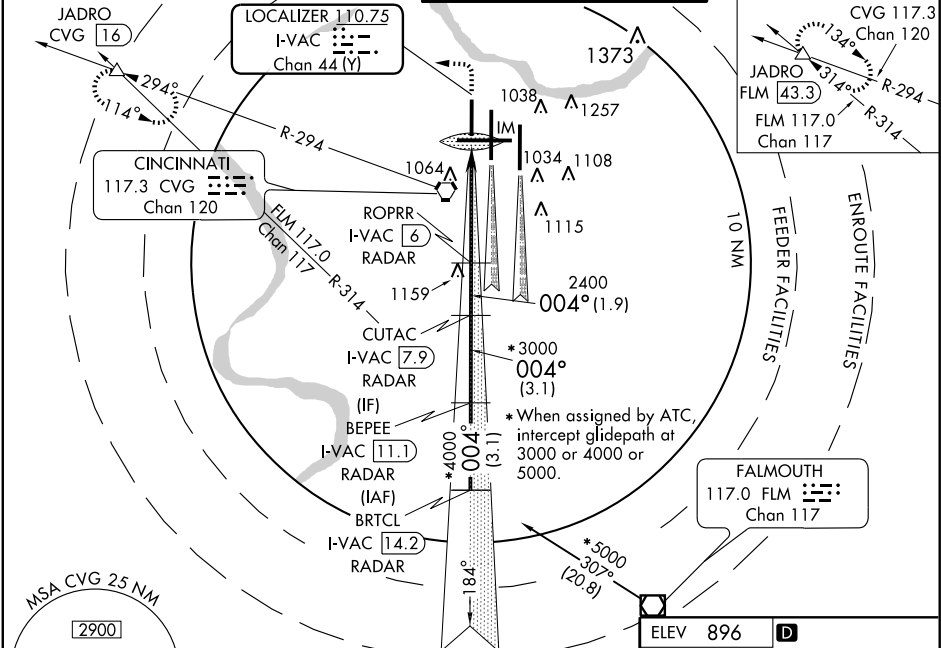
**CATEGORY III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

SE-1, 23 SEP 2010 to 21 OCT 2010

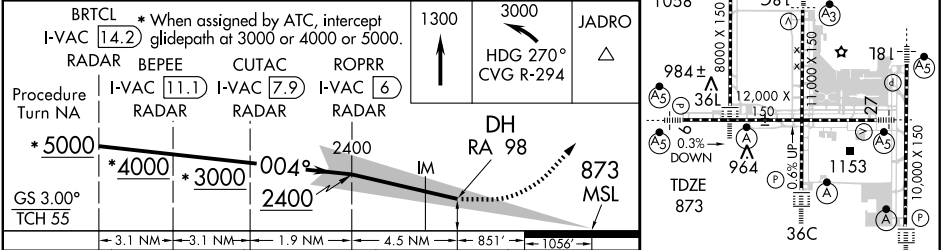
| | | | | | | | |
|---------------------|---------|----------|------|---|----------------------|--|--|
| COVINGTON, KENTUCKY | | | | AL-655 (FAA) | | | |
| LOC/DME I-VAC | APP CRS | Rwy Idg | 8000 | COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG) | ILS RWY 36L (CAT II) | | |
| 110.75 | 004° | TDZE | 873 | | | | |
| Chan 44 (Y) | | Apt Elev | 896 | | | | |

| | | | |
|---|--|-------------------|--|
| Simultaneous approach authorized with Rwy 36C and 36R. DME Required. | | ALSF-2 | MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 via heading 270° and CVG R-294 to JADRO/CVG 16 DME and hold. |
|---|--|-------------------|--|

| | | | | | |
|--|--|--|--|--|-----------------------------------|
| ATIS ARR 134.375 DEP 135.3 | | CINCINNATI APP CON 119.7 254.25 (090°- 269°) 123.875 363.15 (270°-089°) | CINCINNATI TOWER 118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L) | GND CON 121.7 (WEST) 121.3 (EAST) | CLNC DEL 127.175 |
|--|--|--|--|--|-----------------------------------|



DME or RADAR REQUIRED



| | | | | |
|--|---|---|---|---|
| CATEGORY | A | B | C | D |
| S-ILS-36L | | | | |
| RA 98/12 100 DA 973 | | | | |
| CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED | | | | |

SE-1, 23 SEP 2010 to 21 OCT 2010

COVINGTON, KENTUCKY

AL-655 (FAA)

| | | | |
|--|------------------------|-----------------------------|--|
| LOC/DME I-EEI 110.35 Chan 40 (Y) | APP CRS 004° | Rwy Idg TDZE Apt Elev | 10000 896 896 |
|--|------------------------|-----------------------------|--|

COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

ILS RWY 36R (CAT II)

Simultaneous approach authorized with Rwy 36C and 36L. DME or RADAR REQUIRED.

ALSF-2

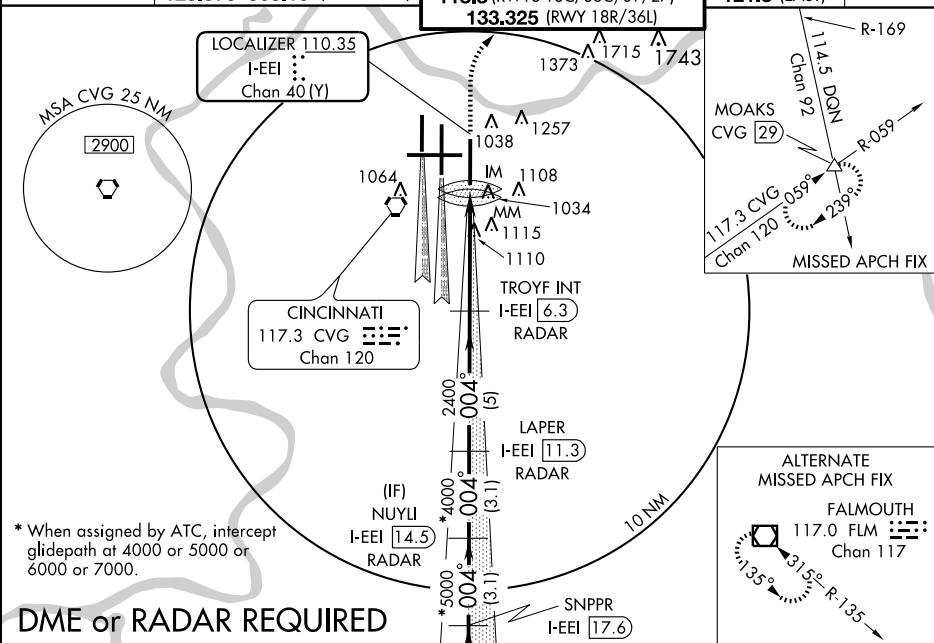


MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via CVG R-059 to MOAKS Int/CVG 29 DME and hold.

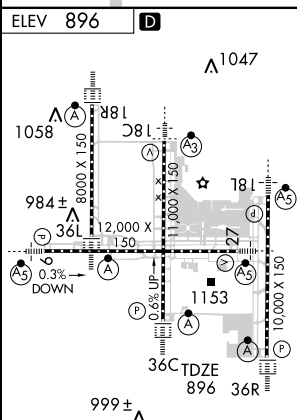
| | | |
|-------------------------------|---------------------|--|
| ATIS ARR 134.375 | DEP 135.3 | CINCINNATI APP CON 119.7 254.25 (090°-269°) 123.875 363.15 (270°-089°) |
|-------------------------------|---------------------|--|

| |
|---|
| CINCINNATI TOWER 118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L) |
|---|

| | |
|---|----------------------------|
| GND CON 121.7 (WEST) 121.3 (EAST) | CLNC DEL 127.175 |
|---|----------------------------|



DME or RADAR REQUIRED



HIRL all Rwys
TDZ/CL all Rwys except 9-27

COVINGTON, KENTUCKY
Amdt 8 10154

COVINGTON/ CINCINNATI/ NORTHERN KENTUCKY INTL (CVG)
39°03'N-84°40'W

ILS RWY 36R (CAT II)

JAKIE ONE ARRIVAL (RNAV)

COVINGTON, KENTUCKY

CINCINNATI APP CON
119.7 363.15
ATIS ARR
134.375

HOLSTON MOUNTAIN TRANSITION (HNV.JAKIE1):
VOLUNTEER TRANSITION (VXV.JAKIE1):

From JAKIE WP via 334° track to FLM VOR/DME, thence as depicted to AGEBE WP.

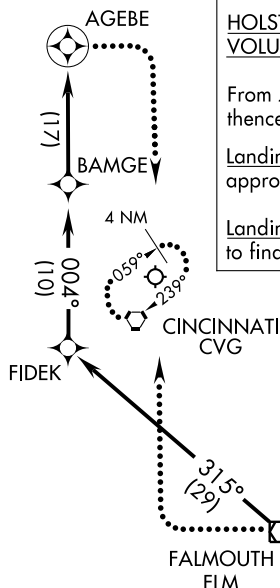
Landing South: Expect radar vectors to final approach course prior to AGEBE WP.

Landing North, East, West: Expect radar vectors to final approach course prior to FIDEK WP.

LOST COMMUNICATIONS:

At AGEBE: Fly heading 090°, maintain 4,000; intercept and execute ILS RWY 18R approach. If unable, proceed direct to CVG VORTAC and hold, NE, RT, 239° inbound, maintain 4,000.

At FLM VOR/DME: Fly heading 270°, maintain 6,000; intercept and execute ILS RWY 36R approach. If unable, proceed direct to CVG VORTAC and hold, NE, RT, 239° inbound, maintain 6,000.



NOTE: RNAV 1

NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required.

NOTE: VXV TRANSITION: For non-GPS equipped aircraft, ABB, CVG, FLM, GQO, HYK, LOZ, and ODF must be operational.

NOTE: HMV TRANSITION: For non-GPS equipped aircraft, ABB, FLM, and HYK must be operational.

NOTE: Chart not to scale.

JAKIE
VXV, HMV Transitions:
Turbojets: Expect to cross at 11,000'.
Non-Turbojets: Expect to cross at 9,000'.

NEWCOMBE
ECB

NOTE: ECB not a transition, for holding only as assigned by ATC.

JAKIE ONE ARRIVAL (RNAV)

TAKE-OFF MINIMUMS:

Rwy 9: NA-ATC.

Rwy 18L, 18C, 18R, 27, 36R, 36C, 36L:

Standard with minimum climb of 500' per NM to 1400.

NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: DME/DME/IRU or GPS Required

NOTE: RADAR Required.

NOTE: RNAV 1

NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.

ATIS DEP 135.3

CLNC DEL

127.175

GND CON

121.7 (WEST) 121.3 (EAST)

CINCINNATI TOWER

118.3 (RWYS 18C/36C, 9/27)

118.975 360.85 (RWY 18L/36R)

133.325 (RWY 18R/36L)

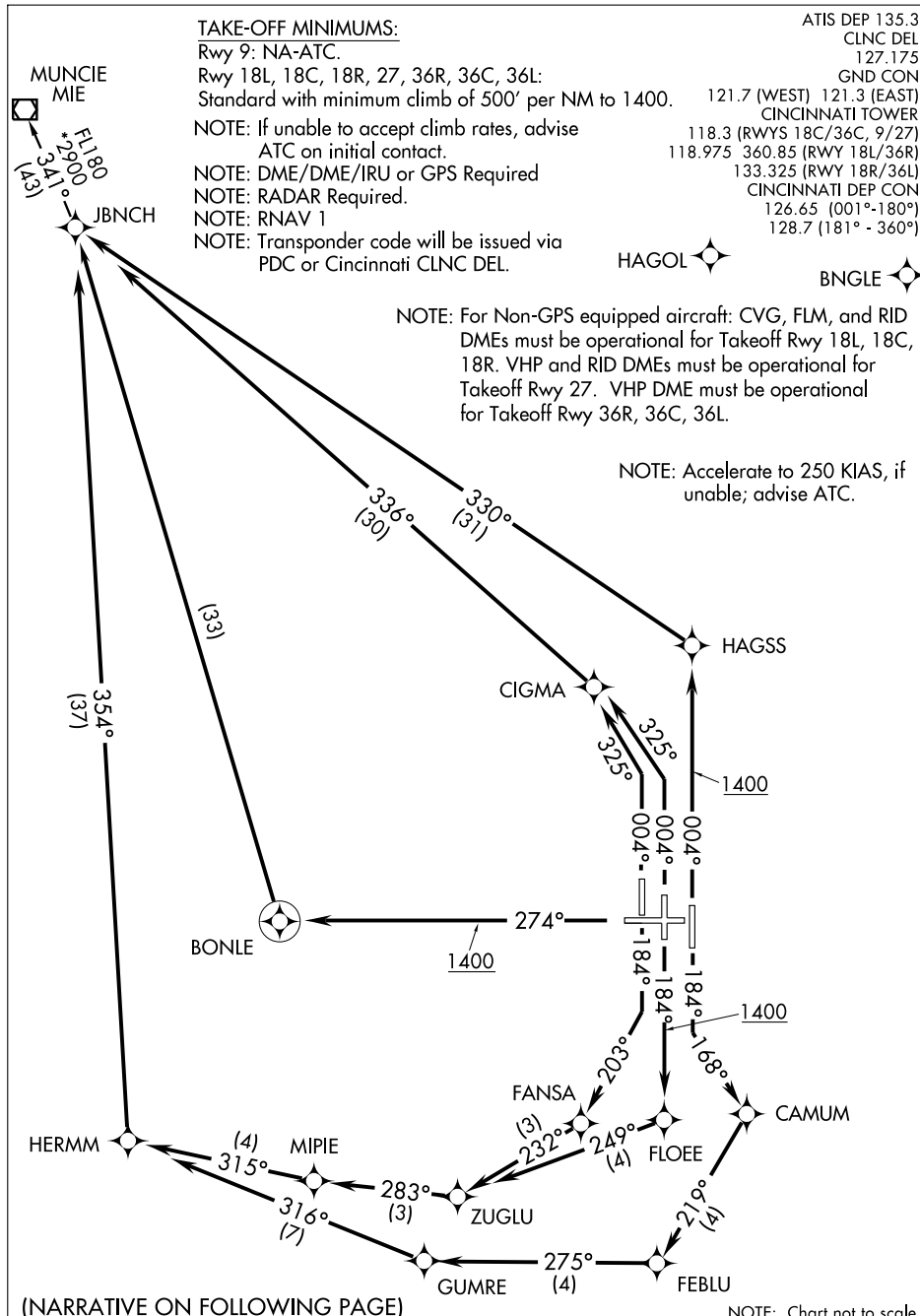
CINCINNATI DEP CON

126.65 (001°-180°)

128.7 (181° - 360°)

NOTE: For Non-GPS equipped aircraft: CVG, FLM, and RID DMEs must be operational for Takeoff Rwy 18L, 18C, 18R. VHP and RID DMEs must be operational for Takeoff Rwy 27. VHP DME must be operational for Takeoff Rwy 36R, 36C, 36L.

NOTE: Accelerate to 250 KIAS, if unable; advise ATC.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then via depicted route to JBNCH, thence. . . .

TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to JBNCH, thence. . . .

TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then via depicted route to JBNCH, thence. . . .

TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then right turn direct JBNCH, thence. . . .

TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then via depicted route to JBNCH, thence. . . .

TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to CIGMA, then via depicted route to JBNCH, thence. . . .

TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to CIGMA, then via depicted route to JBNCH, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

MUNCIE TRANSITION (JBNCH3.MIE):

TAKEOFF OBSTACLE NOTES:

Rwy 18C: Trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL.
Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.

Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.

Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.

Rwy 36R: Light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL.

Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

(KENLN2.KENLN) 10266

COVINGTON/ CINCINNATI/ NORTHERN KENTUCKY INTL (CVG)

KENLN TWO DEPARTURE (RNAV)

SL-655 (FAA)

COVINGTON, KENTUCKY

NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: DME/DME/IRU or GPS Required.

NOTE: RADAR Required

NOTE: RNAV 1

NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.

ATIS DEP 135.3

CLNC DEL

127.175

GND CON

121.7 (WEST) 121.3 (EAST)

CINCINNATI TOWER

118.3 (RWYS 18C/36C, 9/27)

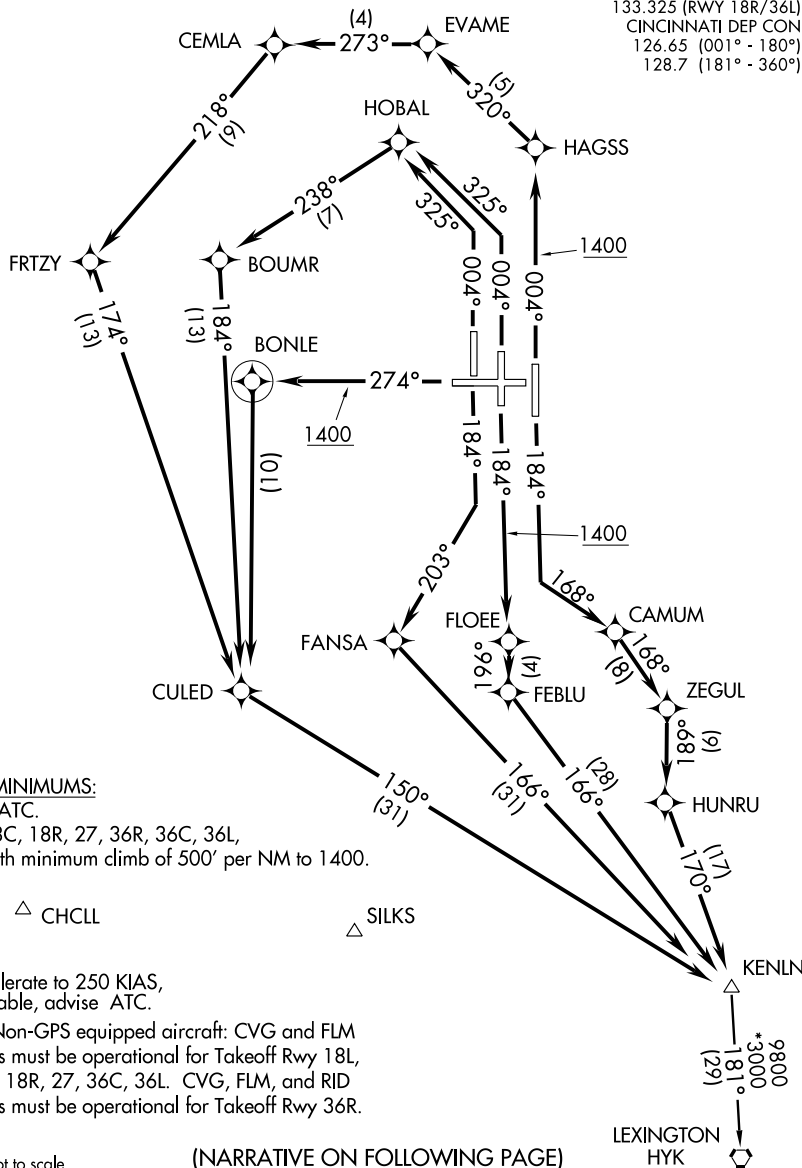
118.975 360.85 (RWY 18L/36R)

133.325 (RWY 18R/36L)

CINCINNATI DEP CON

126.65 (001° - 180°)

128.7 (181° - 360°)



(NARRATIVE ON FOLLOWING PAGE)

KENLN TWO DEPARTURE (RNAV)

COVINGTON, KENTUCKY

(KENLN2.KENLN) 10266

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

SE-1, 23 SEP 2010 to 21 OCT 2010

SE-1, 23 SEP 2010 to 21 OCT 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then via depicted route to KENLN, thence. . . .

TAKE-OFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to KENLN, thence. . . .

TAKE-OFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then via depicted route to KENLN, thence. . . .

TAKE-OFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then left turn direct CULED, then via depicted route to KENLN, thence. . . .

TAKE-OFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then via depicted route to KENLN, thence. . . .

TAKE-OFF RUNWAY 36C: Climb heading 004° to intercept course 325° to HOBAL, then via depicted route to KENLN, thence. . . .

TAKE-OFF RUNWAY 36L: Climb heading 004° to intercept course 325° to HOBAL, then via depicted route to KENLN, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

LEXINGTON TRANSITION (KENLN2.HYK):TAKEOFF OBSTACLE NOTES:

RWY 18C: Trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL.

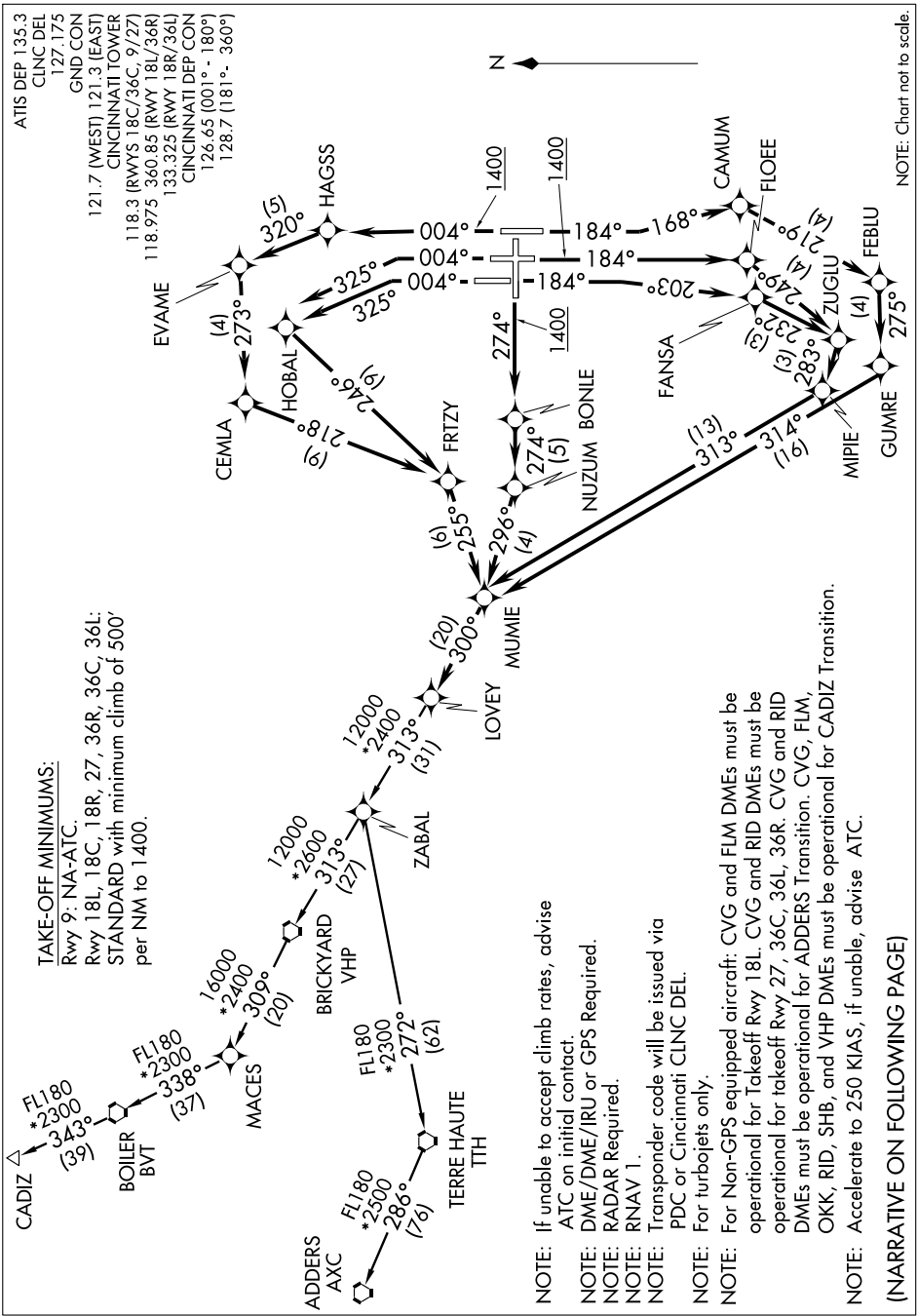
Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.

RWY 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.

RWY 36C: Trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.

RWY 36R: Light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL.

Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then via depicted route to MUMIE, thence. . . .

TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to MUMIE, thence. . . .

TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then via depicted route to MUMIE, thence. . . .

TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then via depicted route to MUMIE, thence. . . .

TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then via depicted route to MUMIE, thence. . . .

TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to HOBAL, then via depicted route to MUMIE, thence. . . .

TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to HOBAL, then via depicted route to MUMIE, thence. . . .

. . . . via depicted route to LOVEY. Maintain 6000. Expect clearance to filed altitude within 10 minutes after departure.

ADDERS TRANSITION (LOVEY4.AXC)

CADIZ TRANSITION (LOVEY4.CADIZ)

TAKEOFF OBSTACLE NOTES:

Rwy 18C: Trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL.
Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.

Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.

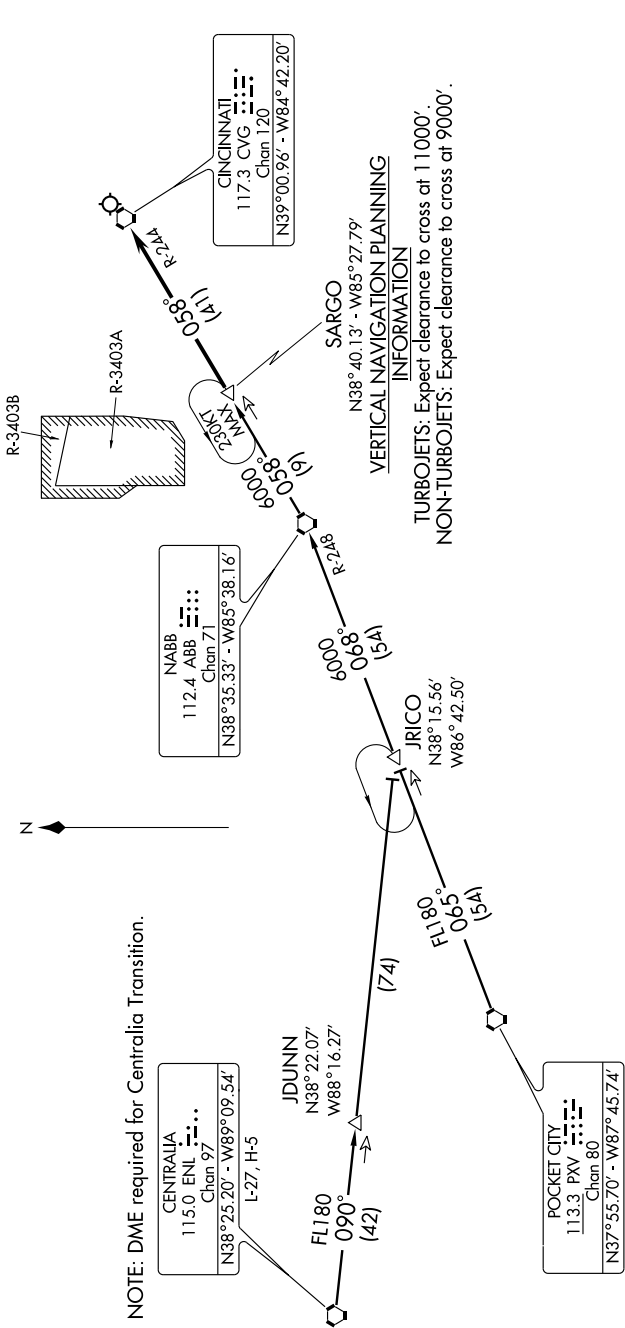
Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.

Rwy 36R: Light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL.

Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

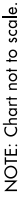
CINCINNATI APP CON
119.7 363.15
CINCINNATI ATIS ARR
134.375

CENTRALIA TRANSITION (ENL.MOSEY5): From over ENL VORTAC via ENL R-090 and ABB R-248 to ABB VORTAC, then via ABB R-058 to SARGO INT. Thence. . . .
POCKET CITY TRANSITION (PXV.MOSEY5): From over PXV VORTAC via PXV R-065 and ABB R-248 to ABB VORTAC, then via ABB R-058 to SARGO INT. Thence. . . .
. . . . From over SARGO INT via ABB R-058 and CVG R-244 to CVG VORTAC. Expect radar vectors to final approach course after SARGO INT.



NOTE: Chart not to scale.

SL-655 (FAA)



(NARRATIVE ON FOLLOWING PAGE)

SE-1, 23 SEP 2010 to 21 OCT 2010

▼

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climb via heading 094° or as assigned, Thence....
TAKE-OFF RUNWAY 18L: Climb via heading 184° until DRUSS/1.5 DME south of I-CIZ, then turn left heading 165°, Thence....
TAKE-OFF RUNWAY 18R: Turn right heading 200°, Thence....
TAKE-OFF RUNWAY 18C: Climb via heading 184° or as assigned, Thence....
TAKE-OFF RUNWAY 27: Climb via heading 274° or as assigned, Thence....
TAKE-OFF RUNWAY 36L: Climb via heading 004° until VACUB/1.2 DME north of I-VAC, then turn left heading 330°, Thence....
TAKE-OFF RUNWAY 36C: Climb via heading 004° until NICID/0.6 DME north of I-CVG, then turn left heading 330°. Thence....
TAKE-OFF RUNWAY 36R: Climb via heading 004° or as assigned, Thence....
....expect radar vectors to CVG R-109, then via CVG R-109 to HOBNO, then via YRK R-291 to RHOMM. Turbojet aircraft maintain 6000', all other aircraft maintain 4000'. Expect clearance to requested altitude/flight level ten (10) minutes after departure. Cross RHOMM at or above 17,000 (ATC) (JODUB, BECKLEY, CHARLESTON transition).

BECKLEY TRANSITION (RHOMM1.BKW): From over RHOMM INT turn left via HNN R-274 to JODUB INT, cross MISSN INT at or above FL 230 (ATC), then via BKW R-312 to BKW VORTAC.

CHARLESTON TRANSITION (RHOMM1.HVQ): From over RHOMM INT turn left via HNN R-274 to JODUB INT, cross MISSN INT at or above FL 230 (ATC), then via HVQ R-298 to HVQ VORTAC.

JODUB TRANSITION (RHOMM1.JODUB): From over RHOMM INT turn left via HNN R-274 to JODUB INT, cross MISSN INT at or above FL 230 (ATC).

YORK TRANSITION (RHOMM1.YRK): From over RHOMM INT via YRK R-291 to YRK VORTAC.

SPECIAL INSTRUCTIONS: APPROPRIATE DEPARTURE FREQUENCY WILL BE ASSIGNED BY ATC. TURBOJETS ACCELERATE TO 250 KIAS UNTIL REACHING 10,000 MSL, IF UNABLE ADVISE ATC. YORK TRANSITION IS LIMITED TO AIRCRAFT FILED AT OR BELOW FL 220.

TAKE-OFF OBSTACLE NOTES:

Rwy 9: Tree 3385' from DER, 1117' right of centerline, 68' AGL/988' MSL.
Trees beginning 4562' from DER, 900' left of centerline, up to 98' AGL/1003' MSL.
Rwy 18C: Multiple Trees beginning 1882' from DER, 834' left of centerline, up to 80' AGL/974' MSL.
Tree 3473' from DER, 904' right of centerline, 79' AGL/929' MSL.
Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 84' AGL/962' MSL.
Rwy 27: Multiple Trees beginning 1084' from DER, 25' left of centerline, up to 95' AGL/955' MSL.
Trees beginning 1951' from DER, 482' right of centerline, from 95' AGL/965' MSL.
Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 103' AGL/963' MSL.
Rwy 36L: Trees beginning 1033' from DER, 300' left of centerline, up to 98' AGL/922' MSL.
Multiple Trees beginning 1274' from DER, 84' right of centerline, up to 92' AGL/932' MSL.
Rwy 36R: Tree 1602' from DER, 754' right of centerline, 58' AGL/938' MSL.
Light Pole 1476' from DER, 813' left of centerline, 46' AGL/926' MSL..

| | | |
|--|------------------------|--|
| WAAS CH 65709 W09A | APP CRS 094° | Rwy Idg 11880 TDZE 883 Apt Elev 896 |
|--|------------------------|--|

RNAV (GPS) Y RWY 9

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

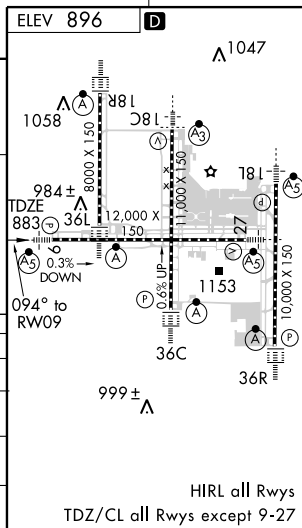
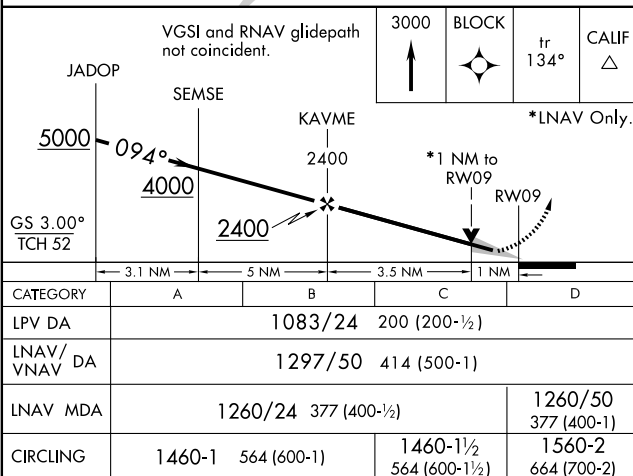
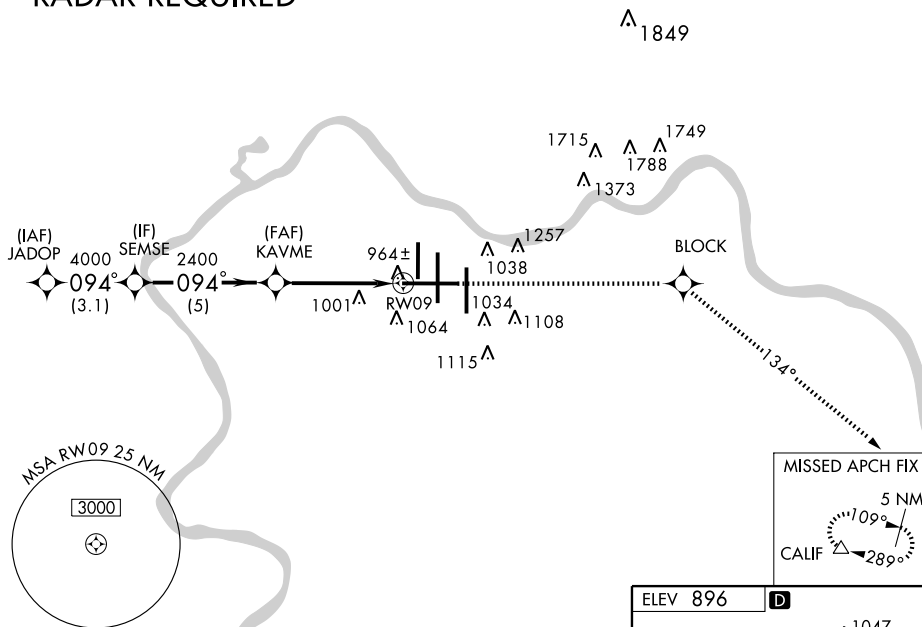
T For inoperative MALSR, increase LNAV Cat. D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.



MISSED APPROACH: Climb to 3000 direct BLOCK and via 134° track to CALF and hold.

| | | | | | | | | | |
|---------|-------|--------------------|---------------------|------------------|-----------------------|---------|--------|----------|---------|
| ATIS | | CINCINNATI APP CON | | CINCINNATI TOWER | | GND CON | | CLNC DEL | |
| ARR | DEP | 119.7 | 254.25 (090°- 269°) | 118.975 | 360.85 (RWY 18L/36R) | 121.7 | (WEST) | | |
| 134.375 | 135.3 | 123.875 | 363.15 (270°- 089°) | 118.3 | (RWYS 18C/36C, 09/27) | 121.3 | (EAST) | | |
| | | | | 133.325 | (RWY 18R/36L) | | | | 127.175 |

RADAR REQUIRED



COVINGTON, KENTUCKY
Amdt 1 10154

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL(CVG)
39°03'N-84°40'W RNAV (GPS) Y PW/Y 0

RNAV (GPS) Y RWY 9

SE-1, 23 SEP 2010 to 21 OCT 2010

SE-1. 23 SEP 2010 to 21 OCT 2010

| | | |
|--|------------------------|--|
| WAAS CH 86803 W18B | APP CRS 184° | Rwy Idg 11000 TDZE 875 Apt Elev 896 |
|--|------------------------|--|

RNAV (GPS) Y RWY 18C

COVINGTON / CINCINNATI/NORTHERN KENTUCKY INTL (CVG)



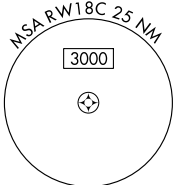
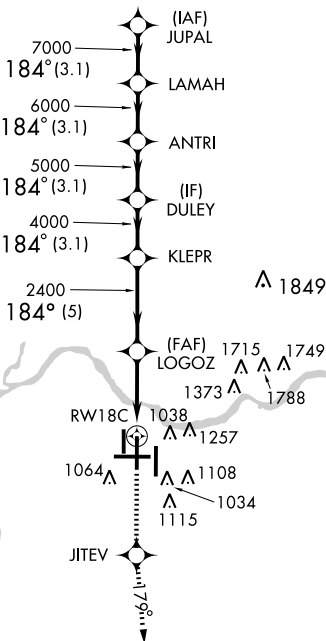
For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -16°C (4°F) or above 47°C (116°F).
DME/DME RNP-0.3 NA.

SSALR



MISSED APPROACH: Climb to 3000 direct
JITEV and via 179° track to ZIRKE and hold.

| ATIS | | CINCINNATI APP CON | | CINCINNATI TOWER | | GND CON | | CLNC DEL | |
|----------------|--------------|--------------------|----------------------------|------------------------------------|-----------------------------|---------------------|--|----------------|--|
| ARR | DEP | | | | | | | | |
| 134.375 | 135.3 | 119.7 | 254.25 (090°- 269°) | 118.975 | 360.85 (RWY 18L/36R) | 121.7 (WEST) | | | |
| | | 123.875 | 363.15 (270°- 089°) | 118.3 (RWYS 18C/36C, 09/27) | | 121.3 (EAST) | | 127.175 | |
| | | | | 133.325 (RWY 18R/36L) | | | | | |

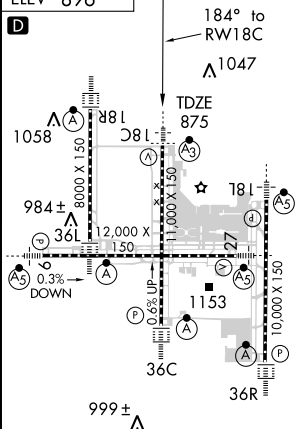
**RADAR REQUIRED**

MISSED APCH FIX



ELEV 896

D



HIRL all Rwys
TDZ/CL all Rwys except 9-27

| | | | | | | | |
|--|--------|--------|--------|----------------------|----------------------|---------------------|-------|
| VGS and RNAV glidepath not coincident. | | | | 3000 | JITEV | 179° tr | ZIRKE |
| JUPAL | LAMAH | ANTRI | DULEY | KLEPR | LOGOZ | | |
| 8000 | 7000 | 6000 | 5000 | 4000 | 2400 | | |
| GS 3.00° | | | | | | | |
| TCH 55 | | | | | | | |
| | 3.1 NM | 3.1 NM | 3.1 NM | 3.1 NM | 5 NM | 3.2 | 1.4 |
| CATEGORY | | | | A | B | C | D |
| LPV DA | | | | 1075/24 200 (200-½) | | | |
| LNAV/VNAV DA | | | | 1398/60 523 (600-1¼) | | | |
| LNAV MDA | | | | 1360/24 485 (500-½) | 1360/40 485 (500-¾) | 1360/50 485 (500-1) | |
| CIRCLING | | | | 1460-1 564 (600-1) | 1460-1½ 564 (600-1½) | 1560-2 664 (700-2) | |

COVINGTON, KENTUCKY
Amdt 1 10154

COVINGTON / CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

39°03'N - 84°40'W

RNAV (GPS) Y RWY 18C

| | | |
|--|------------------------|--|
| WAAS CH 40103 W18A | APP CRS 184° | Rwy Idg 10000 TDZE 889 Apt Elev 896 |
|--|------------------------|--|

RNAV (GPS) Y RWY 18L

COVINGTON/ CINCINNATI/ NORTHERN KENTUCKY INTL (CVG)



For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -16°C (4°F) or above 47°C (116°F).
DME/DME RNP-0.3 NA.

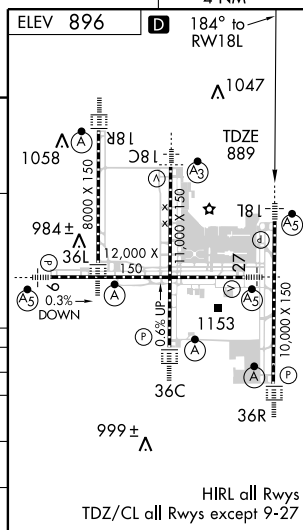
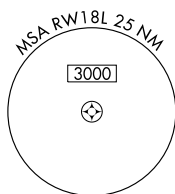
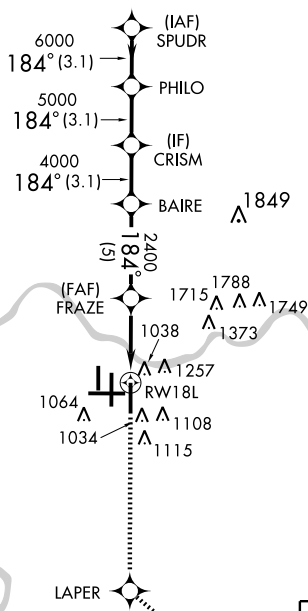
MALSR






MISSED APPROACH: Climb to 3000 direct LAPER and via 134° track to FLM VOR/DME and hold.

| | | | | | | |
|---------|-------|--------------------|---------------------|------------------------------|--------------|----------|
| ATIS | | CINCINNATI APP CON | | CINCINNATI TOWER | GND CON | CLNC DEL |
| ARR | DEP | 119.7 | 254.25 (090°- 269°) | 118.975 360.85 (RWY 18L/36R) | 121.7 (WEST) | |
| 134.375 | 135.3 | 123.875 | 363.15 (270°- 089°) | 118.3 (RWYS 18C/36C, 09/27) | 121.3 (EAST) | 127.175 |
| | | | | 133.325 (RWY 18R/36L) | | |

RADAR REQUIRED



| | | | | | | | |
|--|---------------------------------|---------------------------------|---------------------------------|---|--|------------------------|--|
| <p>VGSI and RNAV glidepath not coincident.</p> | | | | <p>3000</p>  | <p>LAPER</p>  | <p>134° tr</p> | <p>FLM</p>  |
| <p>SPUDR</p> <p><u>7000</u></p> | <p>PHILO</p> <p><u>6000</u></p> | <p>CRISM</p> <p><u>5000</u></p> | <p>BAIRE</p> <p><u>4000</u></p> | <p>FRAZE</p> <p><u>2400</u></p> | <p>*1.3 NM to RW18L</p> | <p>*LNNAV Only</p> | |
| <p>GS 3.00° TCH 55°</p> | | | | <p>2400</p> | <p>RW18L</p> | | |
| <p>3.1 NM</p> | | <p>3.1 NM</p> | <p>3.1 NM</p> | <p>5 NM</p> | <p>3.3 NM</p> | <p>1.3 NM</p> | |
| CATEGORY | A | | B | | C | D | |
| LPV DA | 1089/24 200 (200-½) | | | | | | |
| LNNAV/ VNAV DA | 1395/60 506 (500-1¼) | | | | | | |
| LNNAV MDA | 1360/24 | 471 (500-½) | 1360/40 471 (500-¾) | | | 1360/50 471 (500-1) | |
| CIRCLING | 1460-1 | 564 (600-1) | 1460-1½ 564 (600-1½) | | | 1560-2 664 (700-2) | |

COVINGTON, KENTUCKY
Amdt 1 10154

COVINGTON/ CINCINNATI/ NORTHERN KENTUCKY INTL (CVG)

39°03'N-84°40'W

RNAV (GPS) Y RWY 18L

| | | | |
|--|------------------------|---|-------------|
| WAAS CH 58099 W18D | APP CRS 184° | Rwy Idg TDZE 868 Apt Elev 896 | 8000 |
|--|------------------------|---|-------------|

RNAV (GPS) Y RWY 18R

COVINGTON/ CINCINNATI/ NORTHERN KENTUCKY INTL (CVG)

For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -16°C (4°F) or above 47°C (116°F).
DME/DME RNP-0.3 NA.

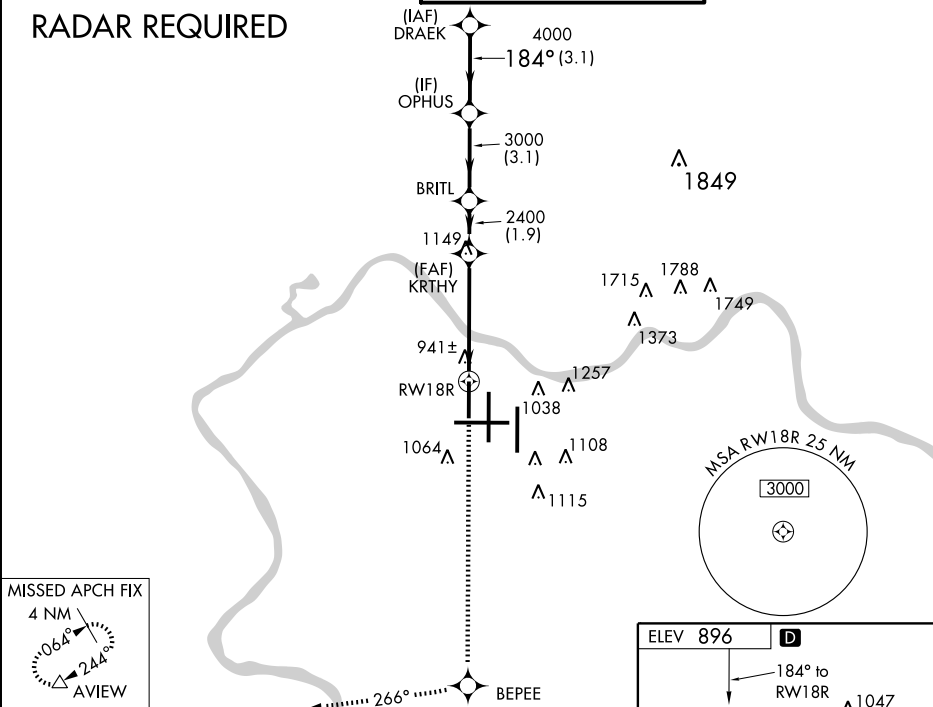
ALSF-2



MISSED APPROACH: Climb to 3000
direct BEPEE and via 266° track to
AVIEW and hold.

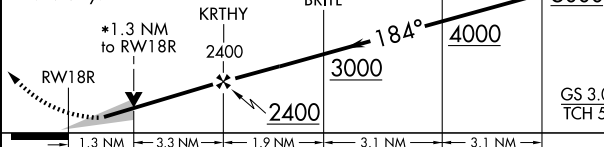
| ATIS | CINCINNATI APP CON | CINCINNATI TOWER | GND CON | CLNC DEL |
|-----------------------|---------------------|---|--|----------------|
| ARR 134.375 | DEP 135.3 | 119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°) | 121.7 (WEST) 121.3 (EAST) | 127.175 |
| | | 118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L) | | |

RADAR REQUIRED

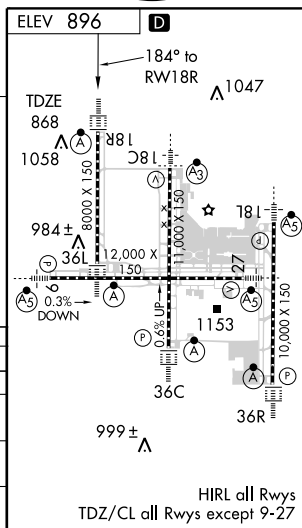


| | | | |
|------|-------|---------|-------|
| 3000 | BEPEE | tr 266° | AVIEW |
|------|-------|---------|-------|

*LNAV only.



| CATEGORY | A | B | C | D |
|--------------|---------------------|----------------------|---------------------|---|
| LPV DA | 1068/24 | 200 (200-½) | | |
| LNAV/VNAV DA | 1321/50 | 453 (500-1) | | |
| LNAV MDA | 1320/24 452 (500-½) | 1320/40 452 (500-¾) | 1320/50 452 (500-1) | |
| CIRCLING | 1460-1 564 (600-1) | 1460-1½ 564 (600-1½) | 1560-2 664 (700-2) | |



| | | | |
|--|------------------------|-----------------------------|--|
| WAAS CH 86809 W27A | APP CRS 274° | Rwy Idg TDZE Apt Elev | 12000 875 896 |
|--|------------------------|-----------------------------|--|

RNAV (GPS) Y RWY 27

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

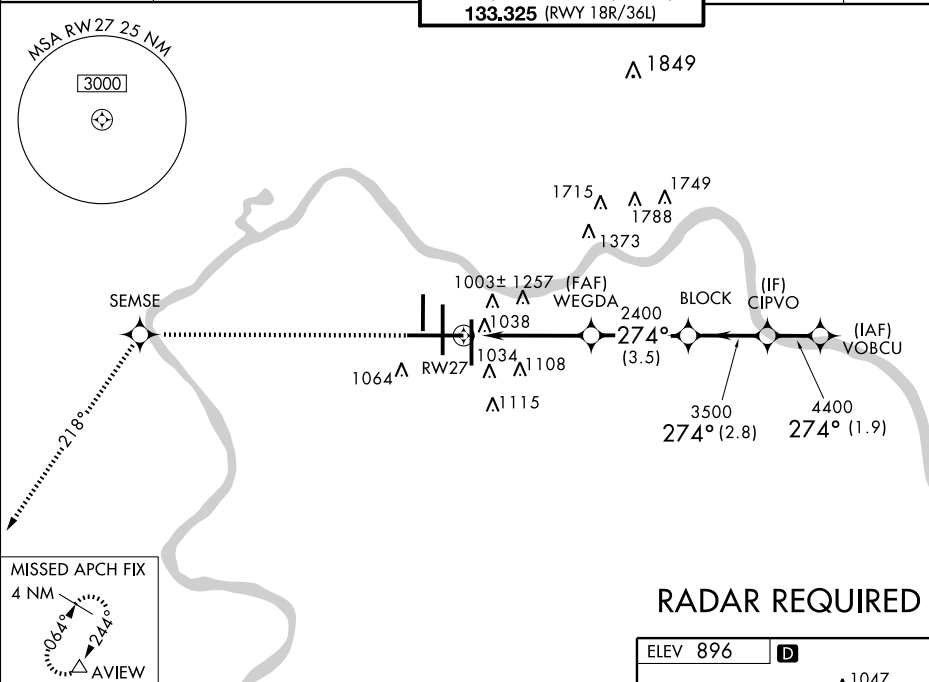


For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

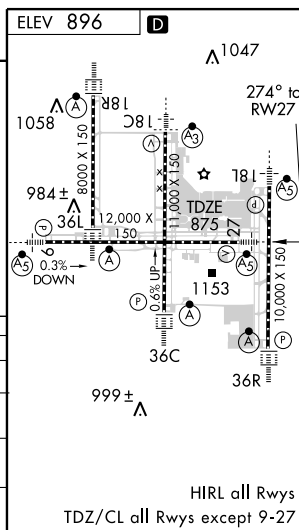


MISSED APPROACH: Climb to 3000 direct SEMSE then via 218° track to AVIEW and hold.

| ARR | ATIS | DEP | CINCINNATI APP CON | CINCINNATI TOWER | GND CON | CLNC DEL |
|----------------|--------------|--------------|-----------------------------------|-------------------------------------|---------------------|----------------|
| 134.375 | 135.3 | 119.7 | 254.25 (090°-269°) | 118.975 360.85 (RWY 18L/36R) | 121.7 (WEST) | 127.175 |
| | | | 123.875 363.15 (270°-089°) | 118.3 (RWYS 18C/36C, 09/27) | 121.3 (EAST) | |
| | | | | 133.325 (RWY 18R/36L) | | |



| 3000 | SEMSE | tr 218° | AVIEW | VGSI and RNAV glidepath not coincident. | VOBCU |
|--------------|---------|-------------|--------------|---|-----------------|
| ↑ | ✦ | | △ | | |
| *LNAV only. | | | | | |
| | | | | WEGDA | CIPVO |
| | | | | 2400 | 4400 |
| | | | | 3500 | 5000 |
| | | | | 2400 | GS 3.00° TCH 55 |
| | | | | 1.5 | 3 NM |
| | | | | 3.5 NM | 2.8 NM |
| | | | | 1.9 NM | |
| CATEGORY | A | B | C | D | |
| LPV DA | 1075/24 | | 200 (200-½) | | |
| LNAV/VNAV DA | 1349/60 | | 474 (500-1¼) | | |
| LNAV MDA | 1420/24 | 545 (600-½) | 1420/50 | 545 (600-1) | 1420/60 |
| CIRCLING | 1460-1 | 564 (600-1) | 1460-1½ | 564 (600-½) | 1560-2 |
| | | | | 664 (700-2) | |



| | | |
|--|------------------------|--|
| WAAS CH 97609 W36B | APP CRS 004° | Rwy Idg 11000 TDZE 851 Apt Elev 896 |
|--|------------------------|--|

RNAV (GPS) Y RWY 36C

COVINGTON/ CINCINNATI/ NORTHERN KENTUCKY INTL (CVG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

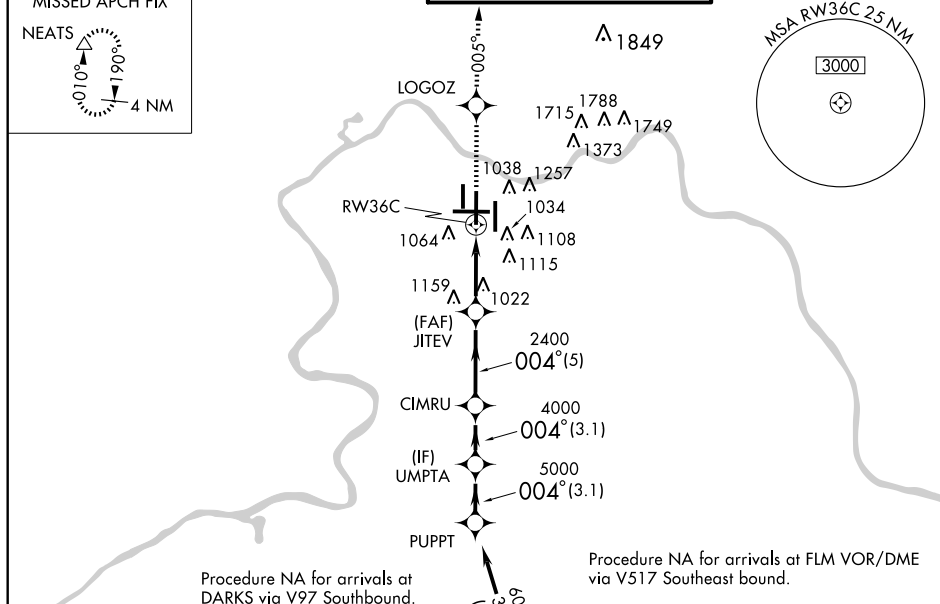
ALSF-2



MISSED APPROACH: Climb to 3000 direct LOGOZ and via 005° track to NEATS and hold.

| | | | | |
|---|--|---|---|----------------------------|
| ATIS ARR 134.375 DEP 135.3 | CINCINNATI APP CON 119.7 254.25 (090° - 269°) 123.875 363.15 (270° - 089°) | CINCINNATI TOWER 118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L) | GND CON 121.7 (WEST) 121.3 (EAST) | CLNC DEL 127.175 |
|---|--|---|---|----------------------------|

MISSED APCH FIX



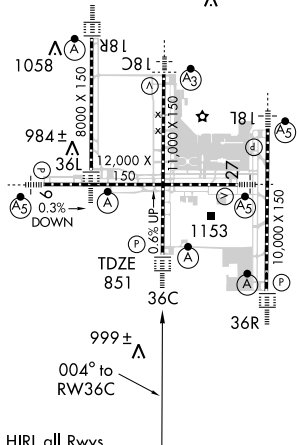
Procedure NA for arrivals at DANKS via V97 Southbound.

Procedure NA for arrivals at FLM VOR/DME via V517 Southeast bound.

ELEV 896

D

A 1047



HIRL all Rws
TDZ/CL all Rws except 9-27

| 3000 | LOGOZ | tr 005° | NEATS | VGSI and RNAV glidepath not coincident. | Procedure Turn NA |
|--------------|---------|-------------|-------------------------|---|-------------------|
| | | | | | |
| *LNAV only. | | | | | |
| | | | | | |
| CATEGORY | A | B | C | D | |
| LPV DA | 1051/24 | | 200 (200-½) | | |
| LNAV/VNAV DA | 1347/60 | | 496 (500-1¼) | | |
| LNAV MDA | 1400/24 | 549 (600-½) | 1400/50 549 (600-1) | 1400/60 549 (600-1¼) | |
| CIRCLING | 1460-1 | 564 (600-1) | 1460-1½ 564 (600-1½) | 1560-2 664 (700-2) | |

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 49099 W36A | APP CRS 004° | Rwy Idg TDZE Apt Elev | 8000 873 896 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) Y RWY 36L

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)



For uncompensated Baro-VNAV systems,
LNAV/VNAV NA below -16°C (4°F) or
above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSIF-2



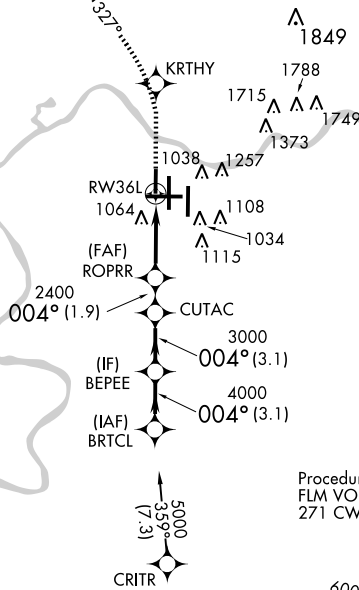
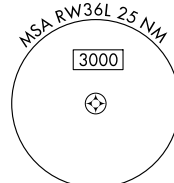
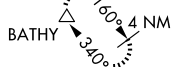
MISSED APPROACH: Climb to 3000 direct KRTHY
and via 327° track to BATHY and hold.

| ATIS | ARR | DEP | CINCINNATI APP CON |
|------|-----|-----|----------------------------|
| | | | 119.7 254.25 (090°-269°) |
| | | | 123.875 363.15 (270°-089°) |

| CINCINNATI TOWER |
|------------------------------|
| 118.975 360.85 (RWY 18L/36R) |
| 118.3 (RWYS 18C/36C, 09/27) |
| 133.325 (RWY 18R/36L) |

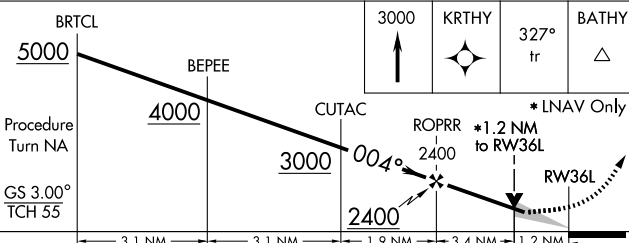
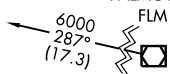
| GND CON | CLNC DEL |
|--------------|----------|
| 121.7 (WEST) | 127.175 |
| 121.3 (EAST) | |

MISSED APCH FIX

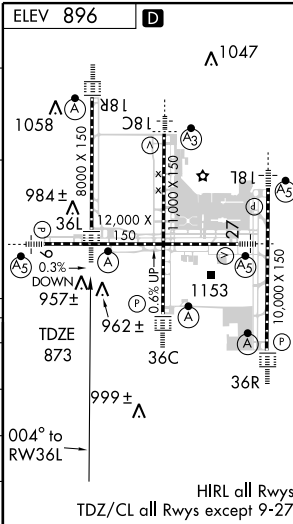


Procedure NA for arrivals on
FLM VOR/DME airway radials
271 CW 324

FALMOUTH



| CATEGORY | A | B | C | D |
|--------------|-----------------------|----------------------------|---------------------|---|
| LPV DA | 1073/24 | 200 (200-1/2) | | |
| LNAV/VNAV DA | 1383/60 | 510 (500-1 1/4) | | |
| LNAV MDA | 1300/24 427 (500-1/2) | 1300/40 427 (500-3/4) | 1300/50 427 (500-1) | |
| CIRCLING | 1460-1 564 (600-1) | 1460-1 1/2 564 (600-1 1/2) | 1560-2 664 (700-2) | |



HIRL all Rwys
TDZ/CL all Rwys except 9-27

| | | |
|--|------------------------|--|
| WAAS CH 42709 W36D | APP CRS 004° | Rwy Idg 10000 TDZE 896 Apt Elev 896 |
|--|------------------------|--|

RNAV (GPS) Y RWY 36R

COVINGTON/ CINCINNATI/ NORTHERN KENTUCKY INTL (CVG)

V For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
DME/DME RNP-0.3 NA.

ALSF-2



MISSED APPROACH: Climb to 3000
direct to BAIRE and via 081° track
to MOAKS and hold.

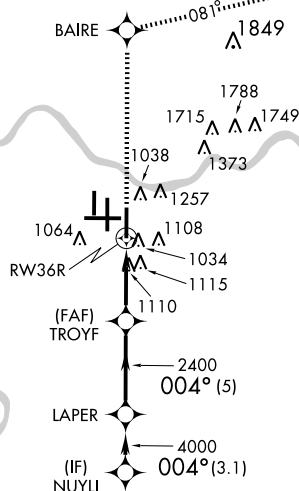
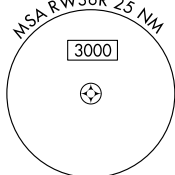
| | | | |
|----------------|--------------|-----|--|
| ARR | ATIS | DEP | CINCINNATI APP CON |
| 134.375 | 135.3 | | 119.7 254.25 (090°-269°) 123.875 363.15 (270°-089°) |

CINCINNATI TOWER
118.975 360.85 (RWY 18L/36R)
118.3 (RWYS 18C/36C, 09/27)
133.325 (RWY 18R/36L)

| | |
|--|----------------|
| GND CON | CLNC DEL |
| 121.7 (WEST) 121.3 (EAST) | 127.175 |

MISSED APCH FIX

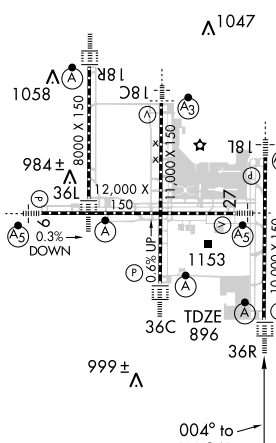
MOAKS



Procedure NA for arrivals at
DARKS via V97 Southbound.

Procedure NA for arrivals at
FLM VOR/DME via V517
Southeastbound.

ELEV 896

D

| 3000 | BAIRE | tr 081° | MOAKS | VGSI and RNAV glidepath not coincident. | NUYLI |
|------------------------------|---------------------|---------------------|---------------------|---|---|
| | | | | | Procedure Turn NA GS 3.00° TCH 55 |
| *LNAV only. *1.2 NM to RW36R | | | | | |
| RW36R | | | | | |
| TROYF | | | | | |
| LAPER | | | | | |
| 5000 | | | | | |
| 004° | | | | | |
| 2400 | | | | | |
| 1.2 3.3 5 3.1 | | | | | |
| CATEGORY | A | B | C | D | |
| LPV DA | 1096/24 200 (200-½) | | | | |
| LNAV/VNAV DA | 1340/50 444 (500-1) | | | | |
| LNAV MDA | 1360/24 464 (500-½) | 1360/40 464 (500-¾) | 1360/50 464 (500-1) | 1360/50 464 (500-1) | |
| CIRCLING | 1460-1 564 (600-1) | 1460-1½ 564 (600-½) | 1560-2 664 (700-2) | 1560-2 664 (700-2) | |

COVINGTON, KENTUCKY

Amdt 1 10154

COVINGTON/ CINCINNATI/ NORTHERN KENTUCKY INTL (CVG)

39°03'N-84°40'W

RNAV (GPS) Y RWY 36R

| | | |
|---------|----------|-------|
| APP CRS | Rwy Idg | 11880 |
| 094° | TDZE | 883 |
| | Apt Elev | 896 |

RNAV (RNP) Z RWY 9

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)



GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16° C (4° F) or above 47° C (116° F). For inoperative MALSR, increase RNP 0.18 visibility to RVR 5000, RNP 0.30 visibility to RVR 6000.

MALSR



MISSED APPROACH: Climb to 3000 via 094° track to BLOCK and via 134° track to CALIF and hold.

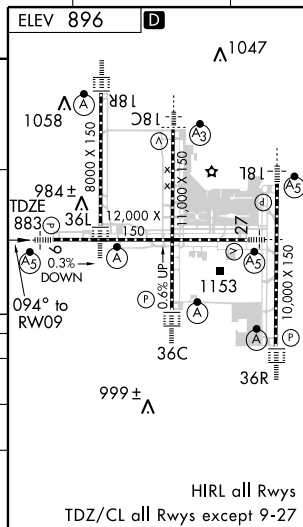
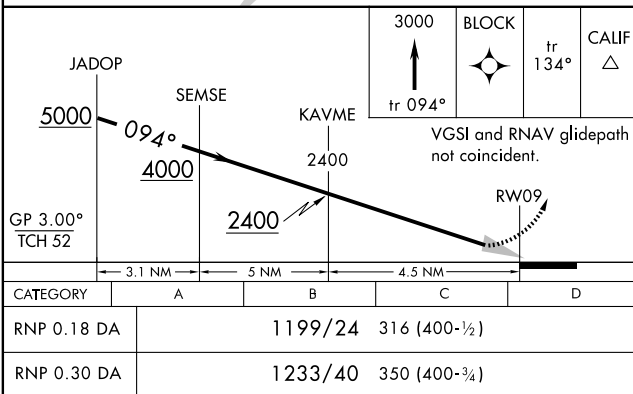
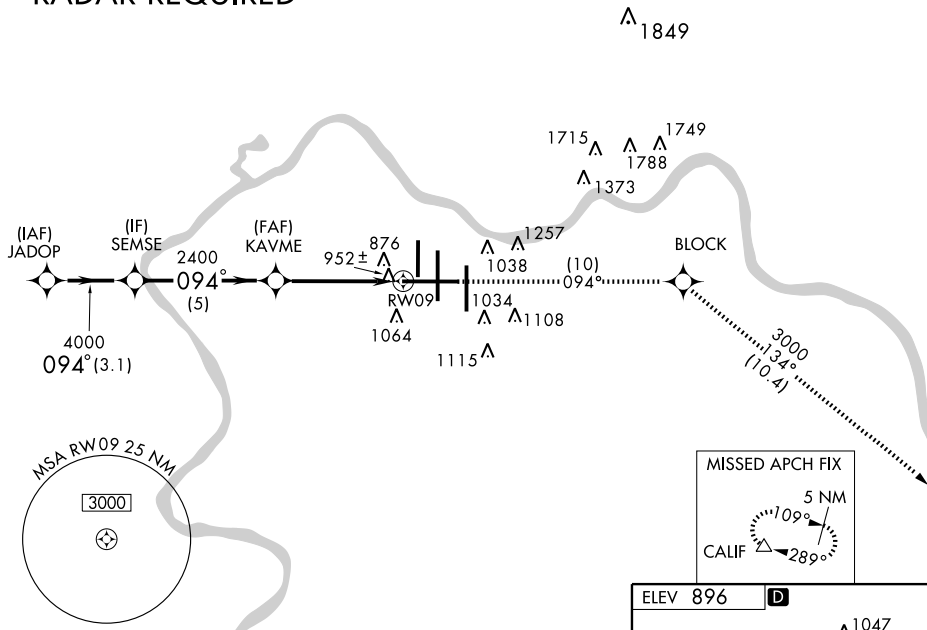
| | | | |
|---------|-------|--------------------|---------------------|
| ATIS | | CINCINNATI APP CON | |
| ARR | DEP | 119.7 | 254.25 (090°- 269°) |
| 134.375 | 135.3 | 123.875 | 363.15 (270°- 089°) |

CINCINNATI TOWER
118.975 360.85 (RWY 18L/36R)
118.3 (RWYS 18C/36C, 09/27)
133.325 (RWY 18R/36L)

GND CON
121.7 (WEST)
121.3 (EAST)

CLNC DEL
127.175

RADAR REQUIRED



COVINGTON, KENTUCKY
Orig 10154

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL(CVG)
39°03'N-84°40'W **PNLV (PNP) 7 PW/V 0**

RNAV (RNP) Z RWY 9

SE-1. 23 SEP 2010 to 21 OCT 2010

| | | |
|-------------|----------|--------------|
| APP CRS | Rwy Idg | 11000 |
| 184° | TDZE | 875 |
| | Apt Elev | 896 |

RNAV (RNP) Z RWY 18C

COVINGTON / CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

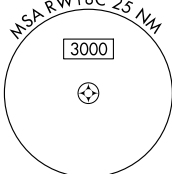
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative SSALR, increase RNP 0.15 visibility to 1½, RNP 0.30 visibility to 1¾. Visibility reduction by helicopters NA.

SSALR

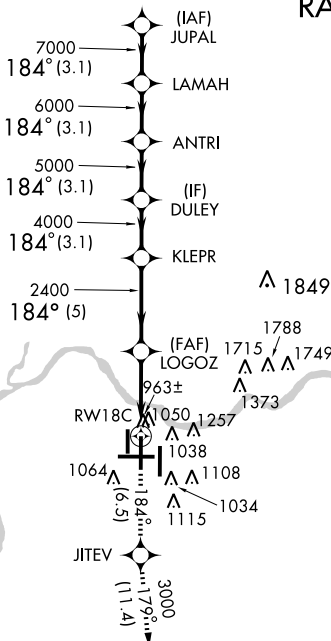


MISSED APPROACH: Climb to 3000 via 184° track to JITEV and via 179° track to ZIRKE and hold.

| ATIS | | CINCINNATI APP CON | | CINCINNATI TOWER | | GND CON | | CLNC DEL | | |
|----------------|--------------|--------------------|---------------|------------------|----------------|-----------------------|---------------|--------------|--------|----------------|
| ARR | DEP | 119.7 | 254.25 | (090°- 269°) | 118.975 | 360.85 | (RWY 18L/36R) | 121.7 | (WEST) | 127.175 |
| 134.375 | 135.3 | 123.875 | 363.15 | (270°-089°) | 118.3 | (RWYS 18C/36C, 09/27) | 121.3 | (EAST) | | |
| | | | | | 133.325 | (RWY 18R/36L) | | | | |



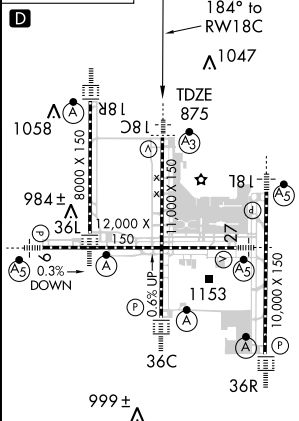
RADAR REQUIRED



MISSED APCH FIX



ELEV 896



HIRL all Rwys
TDZ/CL all Rwys except 9-27

| JUPAL | | | | VGSI and RNAV glidepath not coincident. | | | | 3000 | | | | JITEV | | | | 179° tr | | | | ZIRKE | | | |
|-------------|--|--|--|---|--|--|--|----------|--|--|--|--------------|--|--|--|---------|--|--|--|----------|--|--|--|
| 8000 | | | | 784° | | | | 7000 | | | | 6000 | | | | 5000 | | | | 4000 | | | |
| GP 3.00° | | | | TCH 55 | | | | 2400 | | | | 2400 | | | | 2400 | | | | 2400 | | | |
| —3.1 NM— | | | | —3.1 NM— | | | | —3.1 NM— | | | | —3.1 NM— | | | | —5 NM— | | | | —4.6 NM— | | | |
| CATEGORY | | | | A | | | | B | | | | C | | | | D | | | | | | | |
| RNP 0.15 DA | | | | | | | | 1321/50 | | | | 446 (500-1) | | | | | | | | | | | |
| RNP 0.30 DA | | | | | | | | 1389/60 | | | | 514 (600-1¼) | | | | | | | | | | | |

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

| | |
|------------------------|--|
| APP CRS 184° | Rwy Idg 10000 TDZE 889 Apt Elev 896 |
|------------------------|--|

RNAV (RNP) Z RWY 18L

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

▼ ▲ NA For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase RNP 0.21 and RNP 0.25 visibility to RVR 6000, RNP 0.30 visibility to 2. Visibility reduction by helicopters NA. GPS Required.

MALSR

MISSED APPROACH: Climb to 3000 via 184° track to LAPER and via 134° track to FLM VOR/DME and hold.

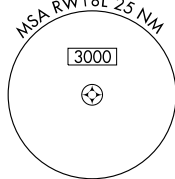
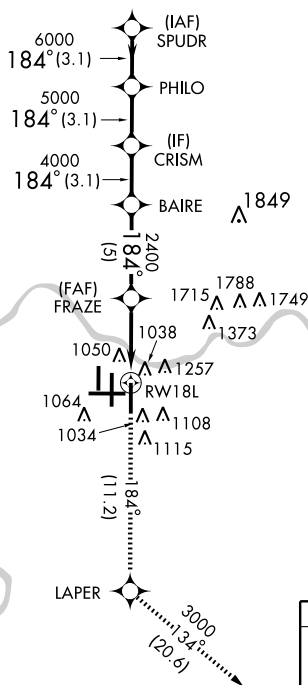
| | | | |
|---------|-------|--------------------|---------------------|
| ATIS | | CINCINNATI APP CON | |
| ARR | DEP | 119.7 | 254.25 (090°- 269°) |
| 134.375 | 135.3 | 123.875 | 363.15 (270°- 089°) |




CINCINNATI TOWER
118.975 360.85 (RWY 18L/36R)
118.3 (RWYS 18C/36C, 09/27)
133.325 (RWY 18R/36L)

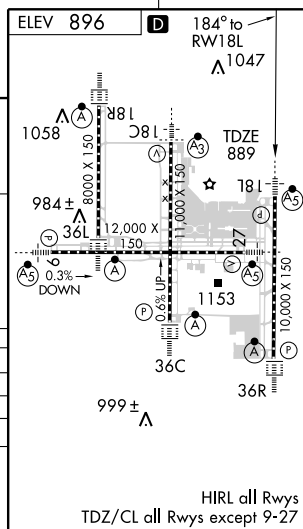
GND CON
121.7 (WEST
121.3 (EAST

CLNC DEL
127.175

RADAR REQUIRED



| | | | | | | | | | |
|--|-----------------------|---------------|---------------|---------------|--|------------|--|------------|--|
| VGSi and RNAV glidepath not coincident. | | | | | 3000 ↑ | 184° tr | LAPER  | 134° tr | FLM  |
| SPUDR 7000 | PHILO 184° 6000 | CRISM 5000 | BAIRE 4000 | FRAZE 2400 | RW18L  | | | | |
| GP 3.00° TCH 55 | | 3.1 NM | 3.1 NM | 3.1 NM | 5 NM | 4.5 NM | | | |
| CATEGORY | A | | B | | C | | D | | |
| RNP 0.21 DA | | | 1272/40 | | 383 (400-¾) | | | | |
| RNP 0.25 DA | | | 1283/50 | | 394 (400-1) | | | | |
| RNP 0.30 DA | | | 1472-1½ | | 583 (600-1½) | | | | |



SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

COVINGTON, KENTUCKY
Orig 10154

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL(CVG)

39°03'N-84°40'W

RNAV (RNP) Z RWY 18L

SE-1. 23 SEP 2010 to 21 OCT 2010

| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 8000 |
| 184° | TDZE | 868 |
| | Apt Elev | 896 |

RNAV (RNP) Z RWY 18R

COVINGTON/ CINCINNATI/ NORTHERN KENTUCKY INTL (CVG)

NA For Inoperative ALSR, increase RNP 0.29 visibility to RVR 8000, RNP 0.30 visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below -16° C (4° F) or above 47° C (116° F). GPS required.

ALSF-2



MISSED APPROACH: Climb to 3000 via 184° track to BEPEE and via 266° track to AVIEW and hold.

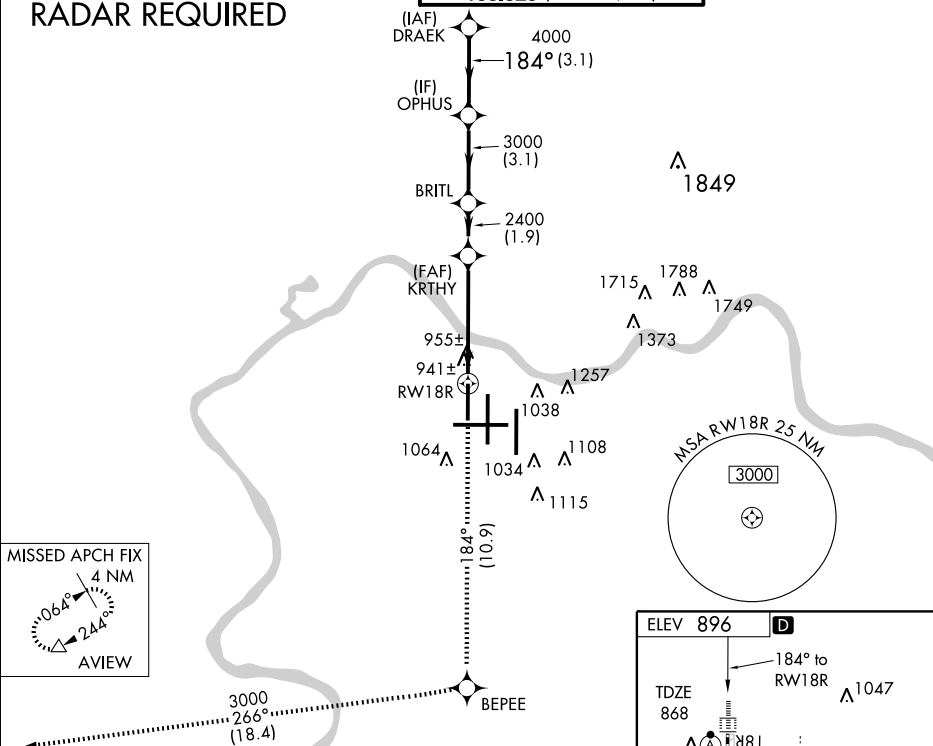
| | |
|---------------|-----------------------------|
| ATIS | CINCINNATI APP CON |
| ARR DEP | 119.7 254.25 (090°- 269°) |
| 134.375 135.3 | 123.875 363.15 (270°- 089°) |

CINCINNATI TOWER
75 360.85 (RWY 18L/36R)
3 (RWYS 18C/36C, 09/27)
33.325 (RWY 18R/36L)

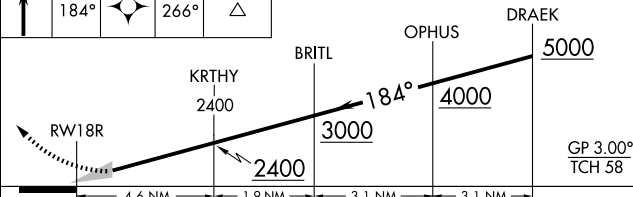
GND CON
121.7 (WEST)
121.3 (EAST)

CLNC DEL
127.175

RADAR REQUIRED

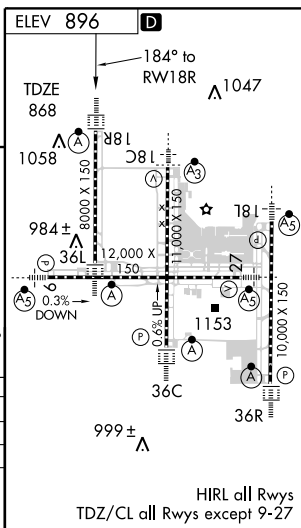


| | | | | |
|-----------|------------|------------|------------|------------|
| 3000 ↑ | tr 184° | BEPEE ⬠ | tr 266° | AVIEW △ |
|-----------|------------|------------|------------|------------|



| CATEGORY | A | B | C | D |
|-------------|---|---------|---------------|---|
| RNP 0.29 DA | | 1243/40 | 375 (400-3/4) | |
| RNP 0.30 DA | | 1281/50 | 413 (400-1) | |

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



COVINGTON, KENTUCKY
Orig 10154

COVINGTON/ CINCINNATI/ NORTHERN KENTUCKY INTL (CVG)
39°03'N-84°40'W DME/V (DME) 3 DME/V 18D

RNAV (RNP) Z RWY 18R

SE-1, 23 SEP 2010 to 21 OCT 2010

SE-1. 23 SEP 2010 to 21 OCT 2010

APP CRS **274°**
Rwy Idg **12000**
TDZE **875**
Apt Elev **896**

RNAV (RNP) Z RWY 27

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

NA For uncompensated Baro-VNAV systems, procedure NA below -16° C (4° F) or above 47° C (116° F). For inoperative MALSR, increase RNP 0.15 visibility to 1½, RNP 0.23 visibility to 1¾, RNP 0.30 visibility to 2. Visibility reduction by helicopters NA. GPS Required.

MALSR

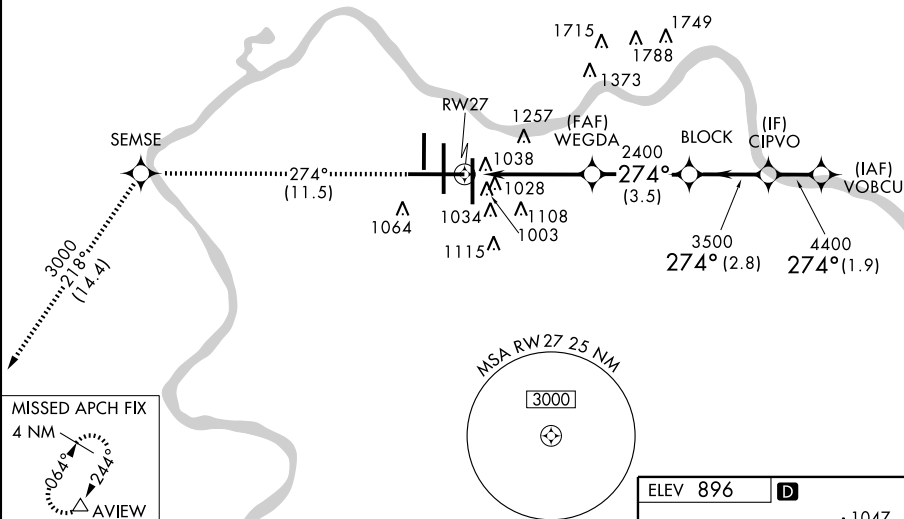


MISSED APPROACH: Climb to 3000 via 274° track to SEMSE and via 218° track to AVIEW and hold.

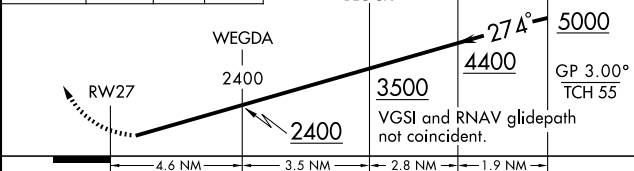
| ARR | ATIS | DEP | CINCINNATI APP CON | CINCINNATI TOWER | GND CON | CLNC DEL |
|----------------|------|--------------|------------------------------------|-------------------------------------|---------------------|----------------|
| 134.375 | | 135.3 | 119.7 254.25 (090°- 269°) | 118.975 360.85 (RWY 18L/36R) | 121.7 (WEST) | 127.175 |
| | | | 123.875 363.15 (270°- 089°) | 118.3 (RWYS 18C/36C, 09/27) | 121.3 (EAST) | |
| | | | | 133.325 (RWY 18R/36L) | | |

RADAR REQUIRED

Λ 1849

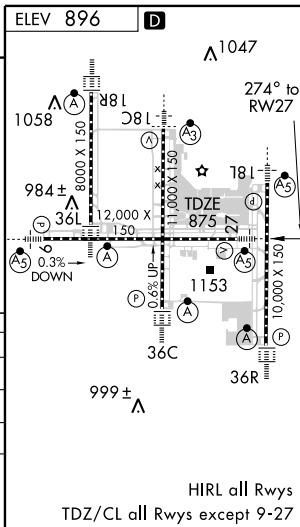


| 3000 | SEMSE | tr 218° | AVIEW |
|---------|-------|---------|-------|
| tr 274° | | | |



| CATEGORY | A | B | C | D |
|-------------|---------|--------------|---|---|
| RNP 0.15 DA | 1296/50 | 421 (400-1) | | |
| RNP 0.23 DA | 1378/60 | 503 (500-1½) | | |
| RNP 0.30 DA | 1445-1½ | 570 (600-1½) | | |

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



HIRL all Rws
TDZ/CL all Rws except 9-27

RNAV (RNP) Z RWY 36C
COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

▼ For uncompensated Baro-VNAV systems, Procedure NA below -16°C (4°F) or above 47°C (116°F). Visibility reduction by helicopters NA.
▲ NA For inoperative ALSF, increase RNP 0.24 visibility to 1½, RNP 0.30 visibility 1¾. GPS REQUIRED.




MISSED APPROACH: Climb to 3000 via 004° track to LOGOZ and via 005° track to NEATS and hold.

| ATIS | | CINCINNATI APP CON | |
|---------|-------|--------------------|----------------------|
| ARR | DEP | | |
| 134.375 | 135.3 | 119.7 | 254.25 (090° - 269°) |
| | | 123.875 | 363.15 (270° - 089°) |

CINCINNATI TOWER
118.975 360.85 (RWY 18L/36R)
118.3 (RWYS 18C/36C, 09/27)
133.325 (RWY 18R/36L)

GND CON
121.7 (WEST)
121.3 (EAST)

CLNC DEL
127.175

MISSED APCH FIX

NEATS



10 nm 190 nm 4 nm

Procedure NA for arrivals at DARKS via V97 Southbound.

Procedure NA for arrivals at FLM VOR/DME
via V517 Southeast bound.

ELEV 896

D

Δ¹⁰⁴⁷

HIRL all Rwys
TDZ/CL all Rwys except 9-27

| | | | | | | |
|----------------------|------------|---------|------------|---|--------------|---------------------|
| 3000 ↑ tr 004° | LOGOZ ✦ | tr 005° | NEATS △ | VGSI and RNAV glidepath not coincident. | UMPTA | PUPPT Turn NA |
| | | | | Procedure Turn NA GP 3.00° TCH 52 | | |
| CATEGORY | A | | B | | C | D |
| RNP 0.24 DA | | | 1295/50 | | 444 (400-1) | |
| RNP 0.30 DA | | | 1318/60 | | 467 (500-1¼) | |

**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**

COVINGTON, KENTUCKY
Orig 10154

COVINGTON/ CINCINNATI/ NORTHERN KENTUCKY INTL (CVG)
39° 03' N- 84° 40' W **RNAV (RNP) Z RWY 36C**

SE-1. 23 SEP 2010 to 21 OCT 2010

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 8000 |
| 004° | TDZE | 873 |
| | Apt Elev | 896 |

RNAV (RNP) Z RWY 36L

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

V GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative **Δ** NA ALSF, increase RNP 0.29 and RNP 0.30 visibility to RVR 6000.

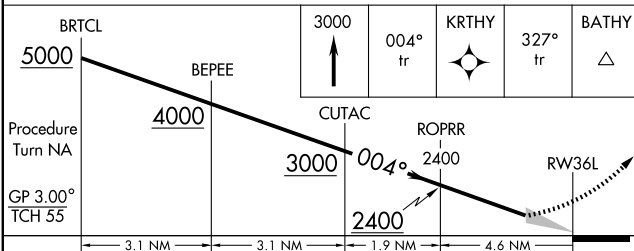
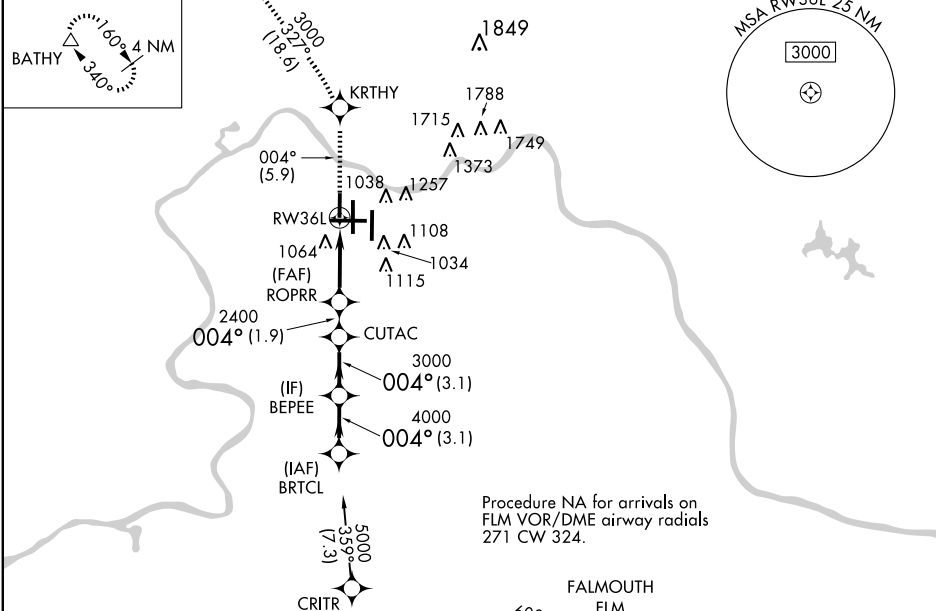
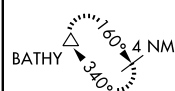
ALSF-2



MISSED APPROACH: Climb to 3000 via 004° track to KRTHY and via 327° track to BATHY and hold.

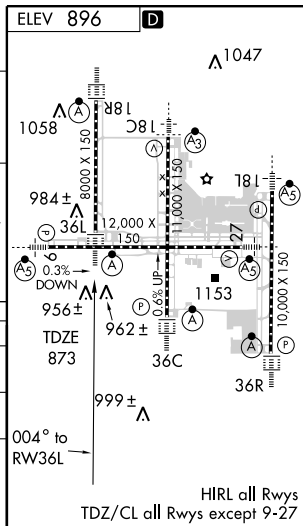
| ATIS | | CINCINNATI APP CON | | CINCINNATI TOWER | | GND CON | CLNC DEL |
|----------------|--------------|--------------------|---------------------------|------------------|-----------------------------|---------------------|----------------|
| ARR | DEP | | | | | | |
| 134.375 | 135.3 | 119.7 | 254.25 (090°-269°) | 118.975 | 360.85 (RWY 18L/36R) | 121.7 (WEST) | 127.175 |
| | | 123.875 | 363.15 (270°-089°) | 118.3 | (RWYS 18C/36C, 09/27) | 121.3 (EAST) | |
| | | | | 133.325 | (RWY 18R/36L) | | |

MISSED APCH FIX



| CATEGORY | A | B | C | D |
|-------------|---|---------|-------------|---|
| RNP 0.29 DA | | 1261/40 | 388 (400-¾) | |
| RNP 0.30 DA | | 1264/50 | 391 (400-1) | |

**SPECIAL AIRCRAFT AND AIRCREW
AUTHORIZATION REQUIRED**



| | | |
|-------------|----------|--------------|
| APP CRS | Rwy Idg | 10000 |
| 004° | TDZE | 896 |
| | Apt Elev | 896 |

RNAV (RNP) Z RWY 36R

COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

NA GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative ALSF, increase RNP 0.16 and RNP 0.20 visibility to RVR 6000, RNP 0.30 visibility to $1\frac{1}{2}$. Visibility reduction by helicopters NA.

ALSF-2



MISSED APPROACH: Climb to 3000 via 004° track to BAIRE and via 081° track to MOAKS and hold.

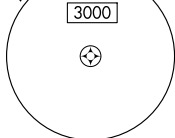
| | |
|---------------|-----------------------------|
| ATIS | CINCINNATI APP CON |
| ARR DEP | 119.7 254.25 (090°- 269°) |
| 134.375 135.3 | 123.875 363.15 (270°- 089°) |

CINCINNATI TOWER
118.975 360.85 (RWY 18L/36R)
118.3(RWYS 18C/36C, 09/27)
133.325 (RWY 18R/36L)

GND CON
121.7 (WEST)
121.3 (EAST)

CLNC DEL
127.175

MSA RWSOR 25 NM



MISSED APCH FIX

MOAKS



Procedure NA for arrivals at DARKS via V97 Southbound

Procedure NA for arrivals at
FLM VOR/DME via V517
Southeastbound.

ELEV 896



HIRL all Rwy's
TDZ/CL all Rwy's except 9-27

COVINGTON, KENTUCKY
Orig 10154

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

39°03'N-84°40'W

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

| | | | | | | | | | | |
|-------------|---------|------------|---------|------------|--|-------|--------------|--|---|---|
| 3000 ↑ | tr 004° | BAIRE ✦ | tr 081° | MOAKS △ | VGSI and RNAV glidepath not coincident. | LAPER | 004° 5000 | Procedure Turn NA GP 3.00° TCH 55' | | |
| | | | | | 5000 | | | | | |
| CATEGORY | | | | | A | | B | | C | D |
| RNP 0.16 DA | | | | | 1284/40 | | 388 (400-¾) | | | |
| RNP 0.20 DA | | | | | 1295/50 | | 399 (400-1) | | | |
| RNP 0.30 DA | | | | | 1329/50 | | 433 (500-1) | | | |

SE-1. 23 SEP 2010 to 21 OCT 2010

SL-655 (FAA)

SE-1 23 SEP 2010 to 21 OCT 2010



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then via depicted route to WADAL, thence. . . .

TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to WADAL, thence. . . .

TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then via depicted route to WADAL, thence. . . .

TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then right turn direct CUNKI, then right turn direct WADAL, thence. . . .

TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then via depicted route to WADAL, thence. . . .

TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to CIGMA, then right turn direct HOMIX, then via depicted route to WADAL, thence. . . .

TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to CIGMA, then right turn direct HOMIX, then via depicted route to WADAL, thence. . . .

. . . . via depicted route to ROCKT. Turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

AHTIY TRANSITION (ROCKT5.AHTIY):

TIVERTON TRANSITION (ROCKT5.TVT):

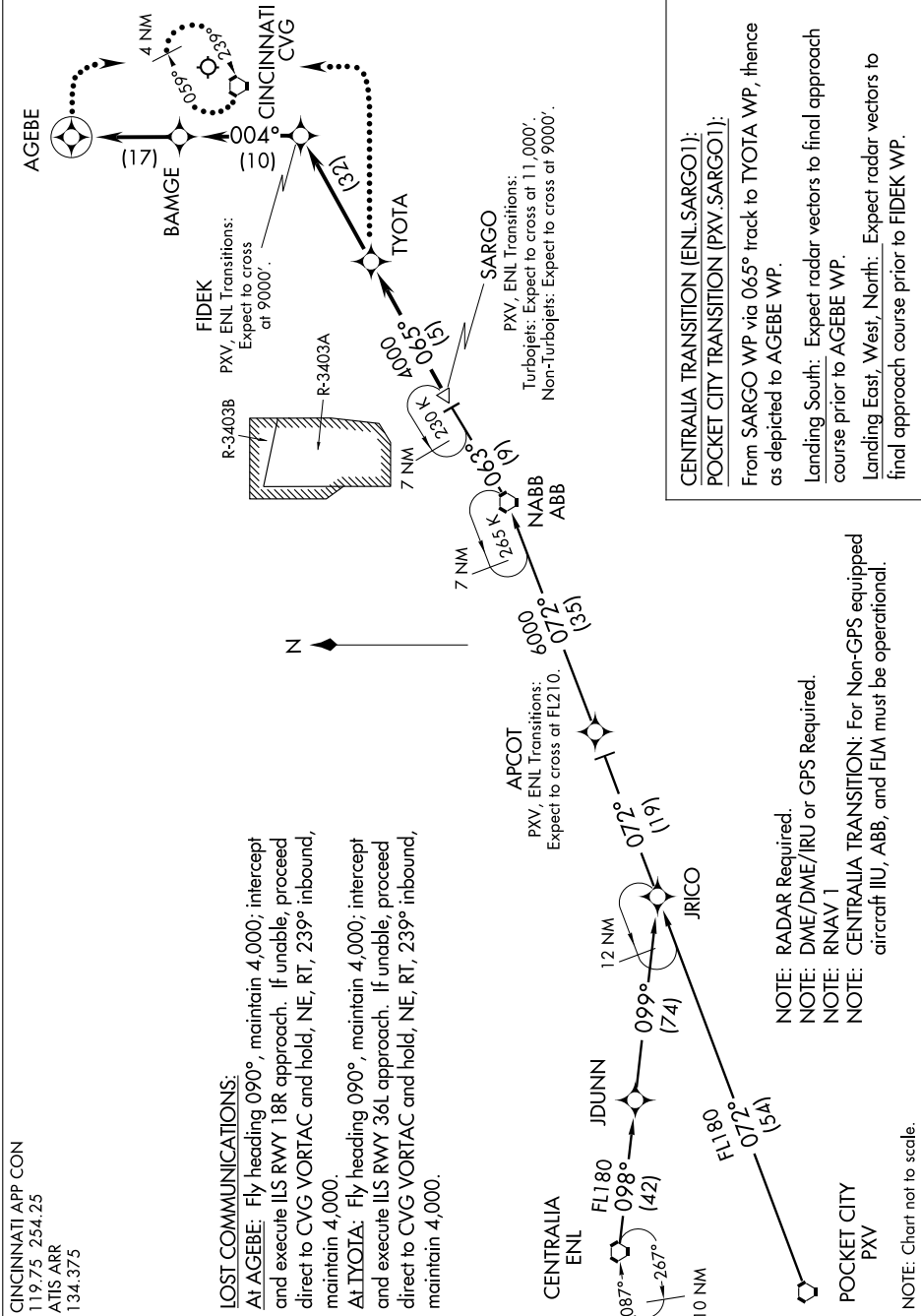
TAKEOFF OBSTACLE NOTES:

Rwy 18C: Trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL. Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.

Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.

Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.

Rwy 36R: Light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL. Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.



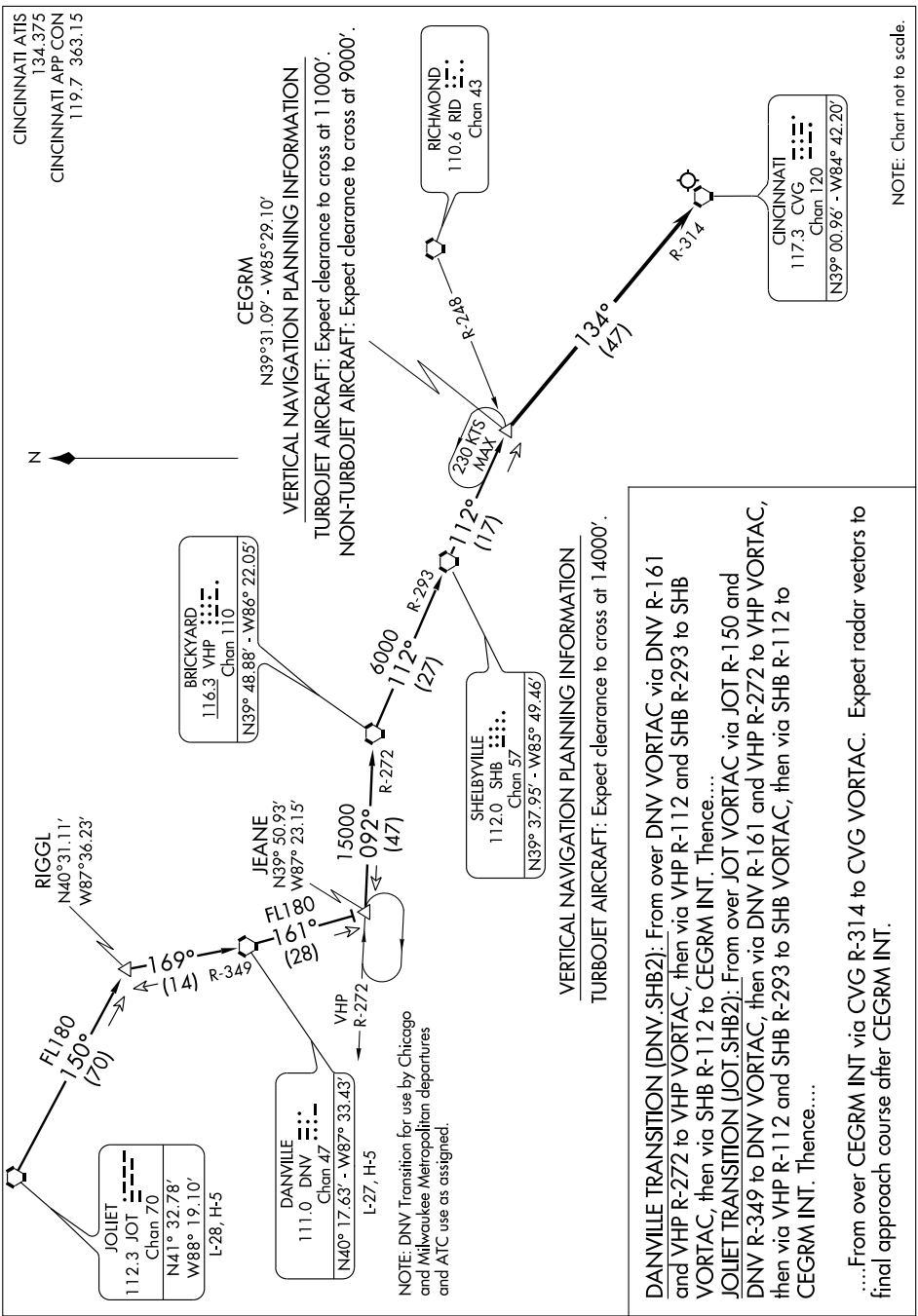
SE-1, 23 SEP 2010 to 21 OCT 2010

SE-1, 23 SEP 2010 to 21 OCT 2010

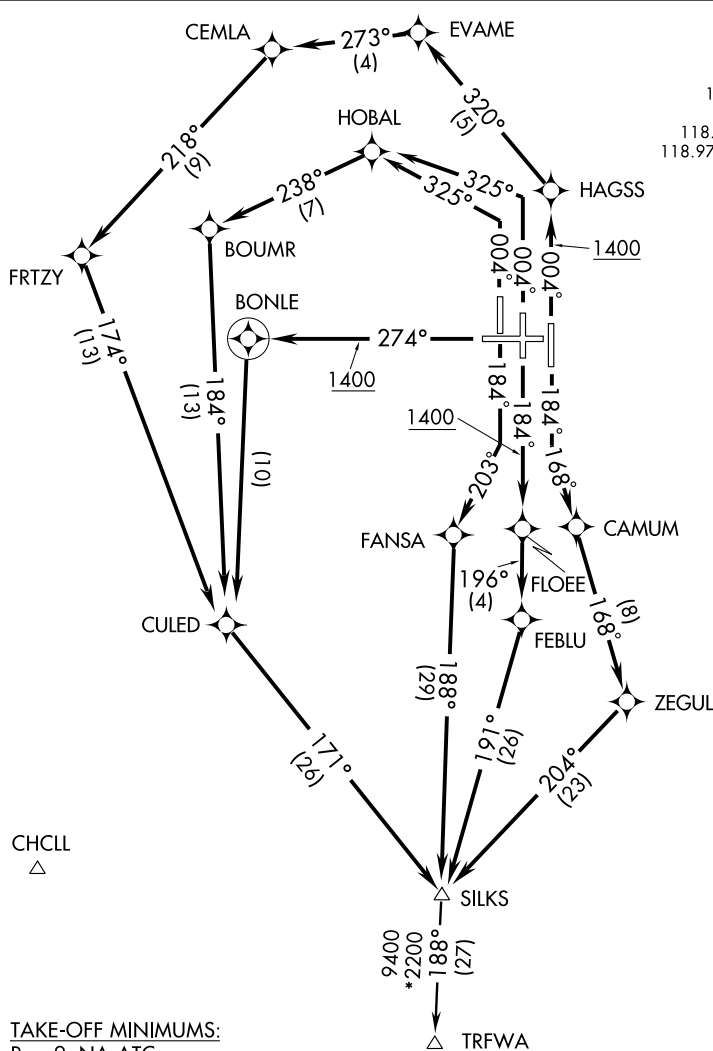
SHELBYVILLE TWO ARRIVAL

ST-655 (FAA)

CINCINNATI/NORTHERN KENTUCKY INTL
COVINGTON, KENTUCKY



SHELBYVILLE TWO ARRIVAL



TAKE-OFF MINIMUMS:

Rwy 9: NA-ATC.
 Rwy 18L, 18C, 18R, 27, 36R, 36C, 36L: STANDARD
 with minimum climb of 500' per NM to 1400.

NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: DME/DME/IRU or GPS Required.

NOTE: RADAR Required.

NOTE: RNAV 1.

NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.

NOTE: For Non-GPS equipped aircraft: CVG and FLM DMEs must be operational for Takeoff Rwy 18L, 18C, 18R, 27, 36C, 36L. CVG, FLM, and RID DMEs must be operational for Takeoff Rwy 36R.

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then via depicted route to SILKS, thence. . . .

TAKE-OFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to SILKS, thence. . . .

TAKE-OFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then via depicted route to SILKS, thence. . . .

TAKE-OFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then left turn direct CULED, then via depicted route to SILKS, thence. . . .

TAKE-OFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then via depicted route to SILKS, thence. . . .

TAKE-OFF RUNWAY 36C: Climb heading 004° to intercept course 325° to HOBAL, then via depicted route to SILKS, thence. . . .

TAKE-OFF RUNWAY 36L: Climb heading 004° to intercept course 325° to HOBAL, then via depicted route to SILKS, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

TRFWA TRANSITION (SILKS2.TRFWA):

TAKEOFF OBSTACLE NOTES:

RWY 18C: Trees beginning 1882’ from DER, 834’ left of centerline, up to 75’ AGL/974’ MSL.
Trees 3473’ from DER, 904’ right of centerline, up to 70’ AGL/929’ MSL.

RWY 18R: Trees beginning 3221’ from DER, 895’ left of centerline, up to 85’ AGL/964’ MSL.

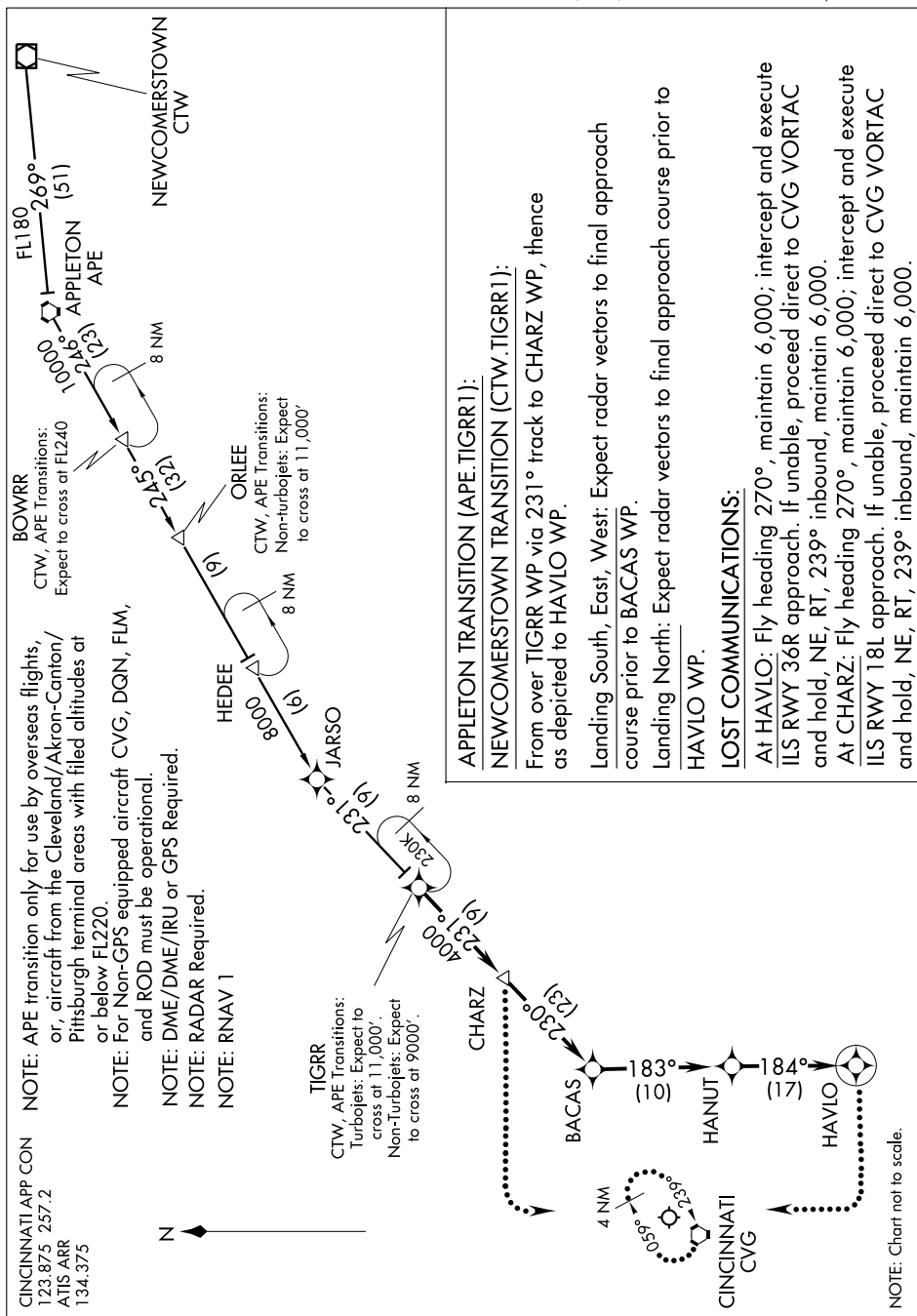
RWY 36C: Trees beginning 956’ from DER, 613’ right of centerline, up to 94’ AGL/963’ MSL.

RWY 36R: Light pole 1476’ from DER, 813’ left of centerline, 47’ AGL/926’ MSL.
Trees 1602’ from DER, 754’ right of centerline, up to 59’ AGL/938’ MSL.

(TIGRR.TIGRR1) 09295 TIGRR ONE ARRIVAL (RNAV)

CINCINNATI/ NORTHERN KENTUCKY INTL
ST-655 (FAA)
COVINGTON, KENTUCKY

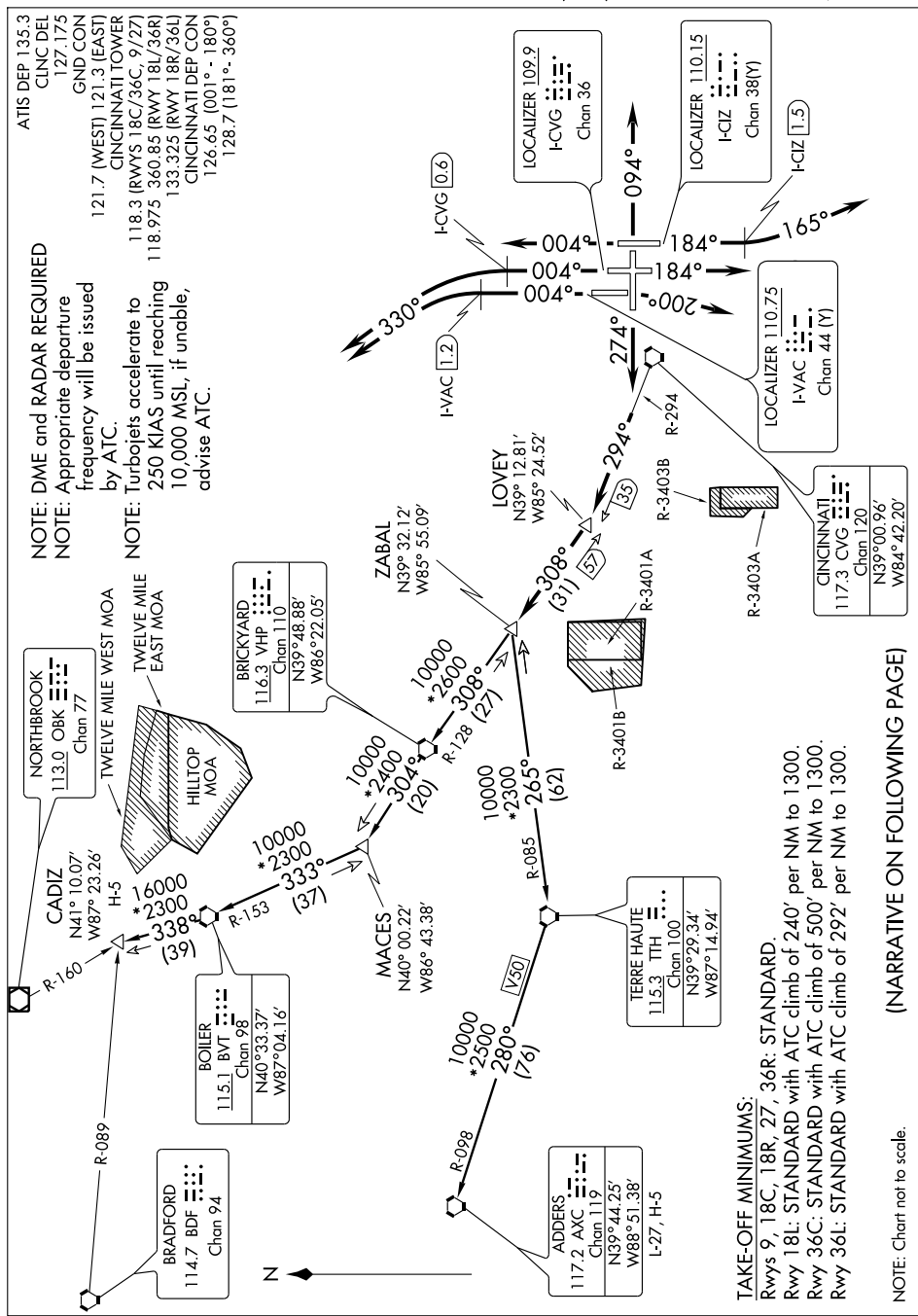
SE-1, 23 SEP 2010 to 21 OCT 2010



TIGRR ONE ARRIVAL (RNAV) (TIGRR.TIGRR1) 09295

COVINGTON, KENTUCKY
CINCINNATI/ NORTHERN KENTUCKY INTL

SE-1, 23 SEP 2010 to 21 OCT 2010





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 094° or as assigned by ATC, Thence....

TAKEOFF RUNWAY 18L: Climb heading 184° until 1.5 DME south of I-CIZ, then turn left heading 165°, Thence....

TAKEOFF RUNWAY 18C: Climb heading 184° or as assigned by ATC, Thence....

TAKEOFF RUNWAY 18R: Climbing right turn heading 200°, Thence....

TAKEOFF RUNWAY 27: Climb heading 274° or as assigned by ATC, Thence....

TAKEOFF RUNWAY 36L: Climb heading 004° until 1.2 DME north of I-VAC, then turn left heading 330°, Thence....

TAKEOFF RUNWAY 36C: Climb heading 004° until 0.6 DME north of I-CVG, then turn left heading 330°. Thence....

TAKEOFF RUNWAY 36R: Climb heading 004° or as assigned by ATC, Thence....

....expect radar vectors to CVG R-294, then via CVG R-294 to LOVEY/CVG 35 DME, then via VHP R-128 to ZABAL/VHP 26.7 DME, then via transition or assigned route. Turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

ADDERS TRANSITION (WHWTR8.AXC): From over ZABAL via TTH R-085 to TTH VORTAC, then via TTH R-280 and AXC R-098 to AXC VORTAC.

CADIZ TRANSITION (WHWTR8.CADIZ): From over ZABAL via VHP R-128 to VHP VORTAC, then via VHP R-304 to MACES, then via BVT R-153 to BVT VORTAC, then via BVT R-338 to CADIZ.

TAKE-OFF OBSTACLE NOTES:

Rwy 9: Trees beginning 4562' from DER, 900' left of centerline, up to 94' AGL/1003' MSL.

Trees 3385' from DER, 1117' right of centerline, up to 59' AGL/988' MSL.

Rwy 18C: Trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL.

Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.

Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.

Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.

Rwy 36R: Light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL.

Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

CYNTHIANA-HARRISON CO (Ø18) 2 S UTC-5(-4DT) N38°21.97' W84°17.00'

CINCINNATI

L-26F, 27E

721 B S2 FUEL 100LL NOTAM FILE LOU

RWY 11-29: H3852X75 (ASPH) S-16, D-25 MIRL

RWY 11: REIL. PAPI(P4L)—GA 4.5°TCH 39'. Railroad.

RWY 29: REIL. PAPI(P4L)—GA 5.0°TCH 37'. Thld dsplcd 1095'.
Trees.**RUNWAY DECLARED DISTANCE INFORMATION**

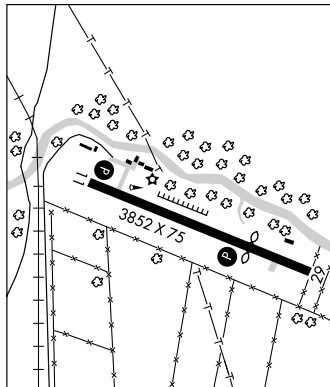
RWY 11: TORA-2757 TODA-3852 ASDA-3852 LDA-3852

RWY 29: TORA-3852 TODA-3852 ASDA-3852 LDA-2757

AIRPORT REMARKS: Attended 1300Z±-dusk. Fuel 24 hr credit card svc

avbl. Rwy 29 Thld crossing height: ACTIVATE MIRL Rwy 11-29,

PAPI Rwy 11 and Rwy 29 and REIL Rwy 11 and Rwy 29—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE LOU.FALMOUTH (H) VOR/DME 117.0 FLM Chan 117 N38°38.97'
W84°18.64' 180° 17.0 NM to fld. 810/04W.**DANVILLE****STUART POWELL FLD** (DVK) 3 S UTC-5(-4DT) N37°34.65' W84°46.17'

CINCINNATI

H-10G, L-26F

IAP

1022 B S2 FUEL 100LL, JET A NOTAM FILE LOU

RWY 12-30: H5000X75 (ASPH) S-30 MIRL

RWY 12: PAPI(P4L)—GA 3.5° TCH 34'. Trees.

RWY 30: REIL. PAPI(P4L)—GA 3.0° TCH 29'.

RWY 01-19: H1971X75 (ASPH-RFSC) S-12 0.4% up N

RWY 01: Fence. RWY 19: Thld dsplcd 162'. Hill.

AIRPORT REMARKS: Attended Sun 1700-0000Z±, Nov-Mar Mon-Sat
1330-2200Z±, Apr-Oct Mon-Sat 1330-0000Z±. Aerobatic
practice area over S side of arpt. Aim point markings 1200' from
marked thld. ACTIVATE MIRL Rwy 12-30, PAPI Rwy 12-30 and
REIL Rwy 30—CTAF.**WEATHER DATA SOURCES:** AWOS-3 128.325 (859) 854-0058.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ LEXINGTON APP/DEP CON 120.15

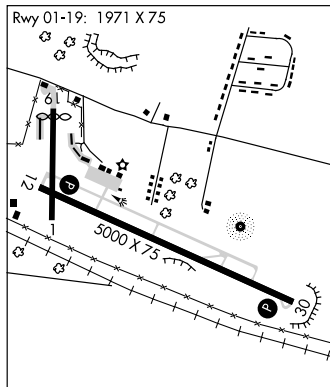
RADIO AIDS TO NAVIGATION: NOTAM FILE LEX.

LEXINGTON (L) VORTAC 112.6 HYK Chan 73 N37°57.98'

W84°28.35' 211° 27.2 NM to fld. 1039/00E.

GOODALL NDB (MHW) 311 DVK N37°34.59' W84°45.84'
at fld. NOTAM FILE LOU.

ILS/DME 108.9 I-PQQ Chan 26 Rwy 30. LOC only.

**DANVILLE****TRADEWATER** (8M7) 2 E UTC-6(-5DT) N37°11.34' W87°40.50'

ST LOUIS

405 NOTAM FILE LOU

RWY 18-36: 2875X80 (TURF)

RWY 18: Trees. RWY 36: Trees.

AIRPORT REMARKS: Unattended. Rwy 18-36 Rwy edges marked by white painted tires.**COMMUNICATIONS:** CTAF 122.9

| | | |
|---|------------------------|--|
| LOC/DME I-PQQ 108.9 Chan 26 | APP CRS 305° | Rwy Idg TDZE Apt Elev 5000 1016 1022 |
|---|------------------------|--|

LOC/DME RWY 30

DANVILLE/ STUART POWELL FIELD (DVK)

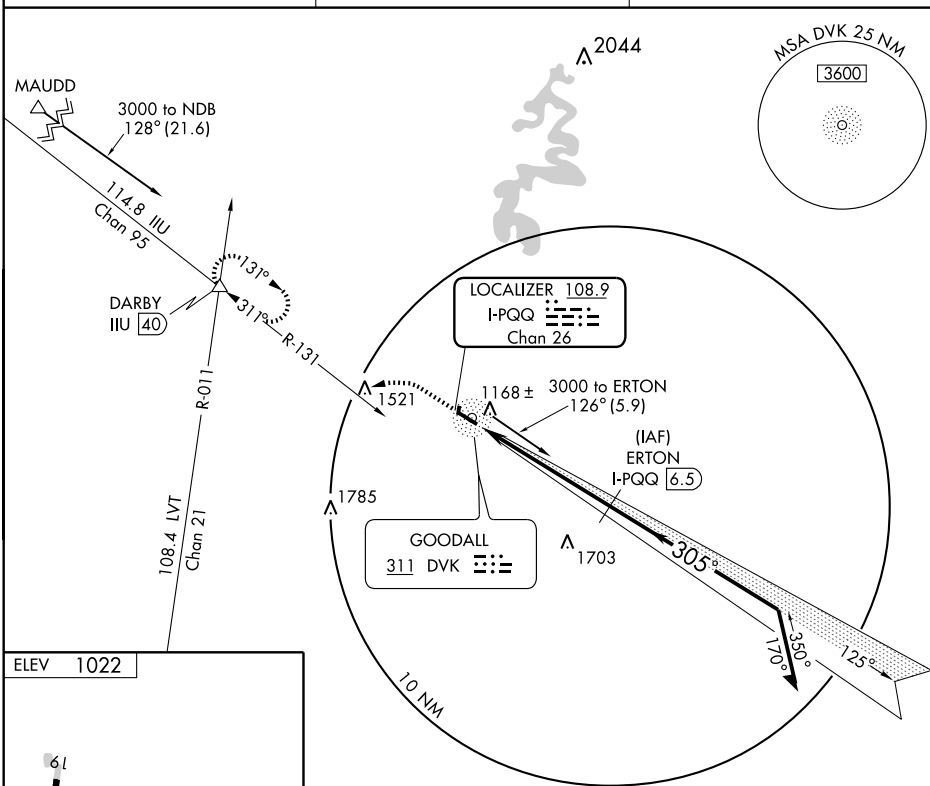
NA If local altimeter not received, use Lexington altimeter setting and increase all MDAs 80 feet. ADF or RADAR Required.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 260° and IIU R-131 to DARBY Int and hold.

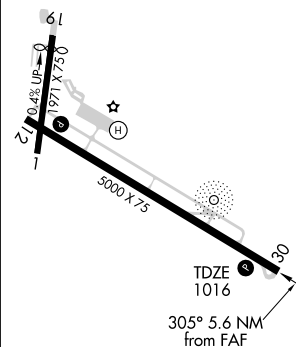
AWOS-3
128.325

LEXINGTON APP CON
120.15 259.3

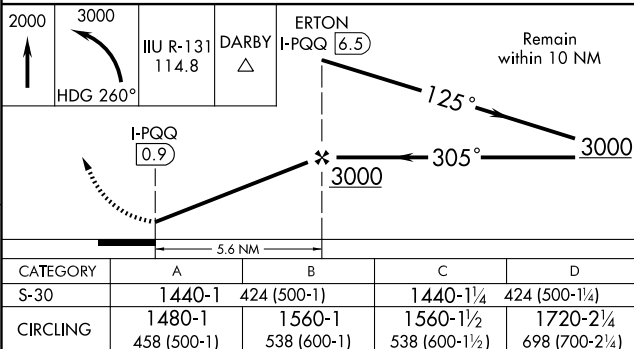
UNICOM
122.8 (CTAF) 0



ELEV **1022**



REIL Rwy 30 **0**
MIRL Rwy 12-30 **0**



| | | | |
|------------|-------------|----------|-------------|
| NDB DVK | APP CRS | Rwy Idg | N/A |
| <u>311</u> | 211° | TDZE | N/A |
| | | Apt Elev | 1022 |

NDB-A

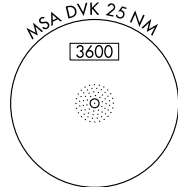
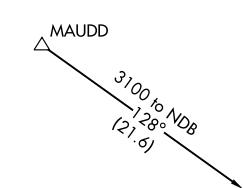
DANVILLE/ STUART POWELL FIELD (DVK)

T When local altimeter setting not received, use Lexington altimeter setting
A NA and increase all MDAs 80 feet and visibility Cats C and D ¼ mile.

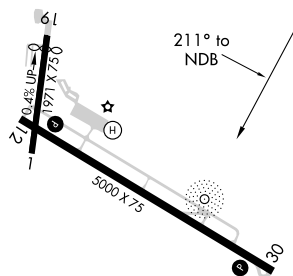
MISSED APPROACH: Climbing right turn to 3100 in DVK NDB holding pattern.

AWOS-3
128.325

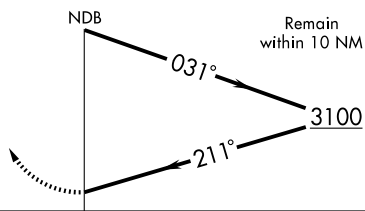
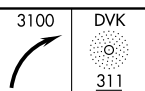
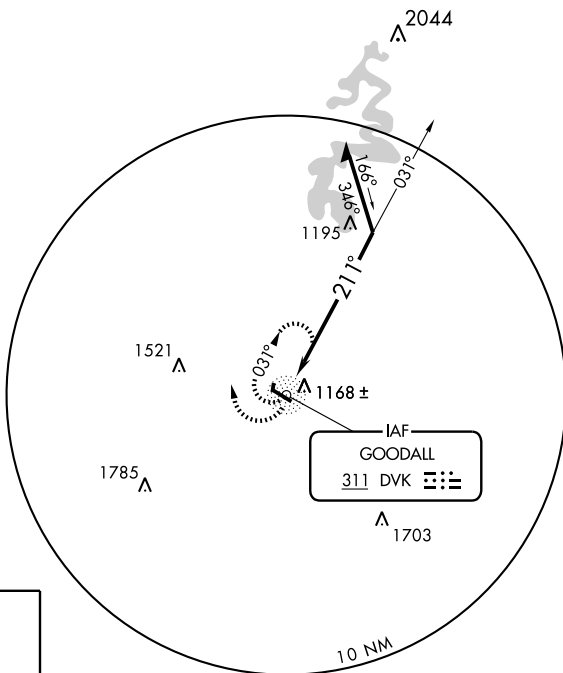
LEXINGTON APP CON
120.15 259.3

UNICOM
122.8 (CTAF) **L**

ELEV 1022



REIL Rwy 30 **L**
MIRL Rwy 12-30 **L**



| CATEGORY | A | B | C | D |
|----------|--------------------|---|-------------------------|-------------------------|
| CIRCLING | 1600-1 578 (600-1) | | 1600-1½ 578 (600-1½) | 1720-2¼ 698 (700-2¼) |

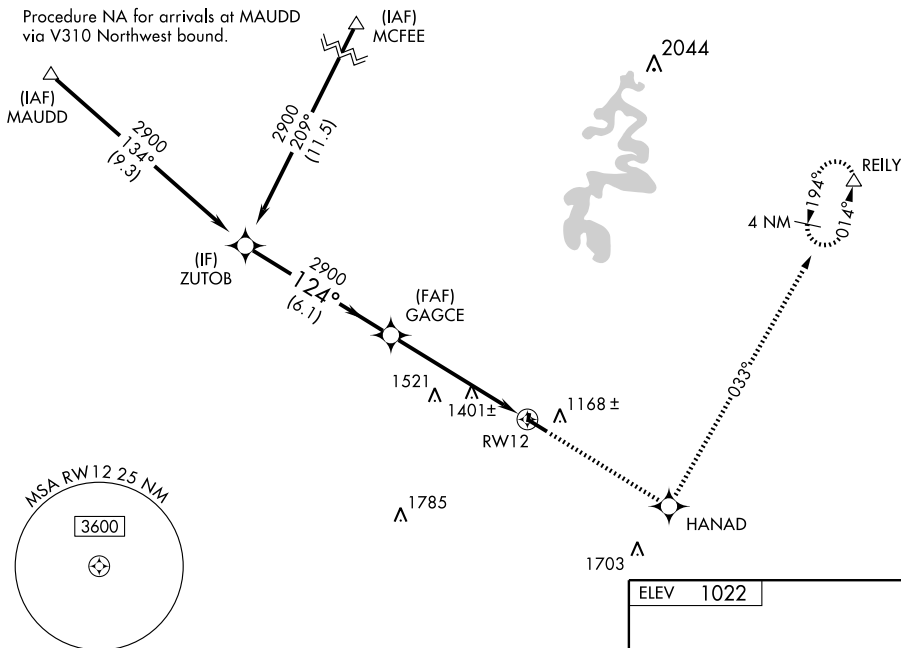
| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 93706 W12A | APP CRS 124° | Rwy Idg TDZE Apt Elev | 5000 1017 1022 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 12

DANVILLE/ STUART POWELL FIELD (DVK)

▼ **▲ NA** When local altimeter setting not received, use Lexington altimeter setting and increase all DAs/MDAs 80 feet, LPV all visibilities ¼ mile, LNAV/VNAV all visibilities ¼ mile, LNAV Cts C/D and Circling Cts C/D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). Baro-VNAV NA when using Lexington altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3800 direct HANAD and left turn via 033° track to REILY and hold.

AWOS-3
128.325LEXINGTON APP CON
120.15 259.3UNICOM
122.8 (CTAF) 0Procedure NA for arrivals at MAUDD
via V310 Northwest bound.Procedure
Turn NA

ZUTOB

GAGCE

3800 HANAD
↑

033° TRK
↖

REILY
△

VGSI and RNAV glidepath
not coincident.

2900

124°

2900

RWY 12

GS 3.00°
TCH 35°

6.1 NM

5.7 NM

CATEGORY

A

B

C

D

LPV DA

1357-1¼ 340 (400-1¼)

LNAV/VNAV DA

1785-2¾ 768 (800-2¾)

LNAV MDA

1660-1 643 (700-1)

1660-1¾ 643 (700-1¾)

1660-2 643 (700-2)

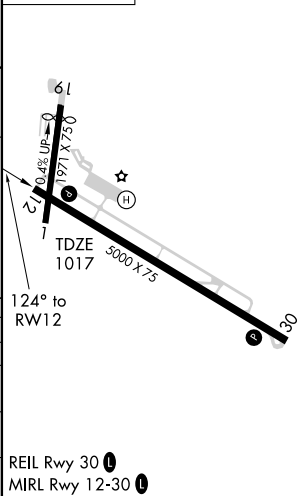
CIRCLING

1660-1 638 (700-1)

1660-1¾ 638 (700-1¾)

1720-2¼ 698 (700-2¼)

ELEV 1022

REIL Rwy 30 0
MIRL Rwy 12-30 0

| | | |
|--|------------------------|---|
| WAAS CH 70506 W30A | APP CRS 305° | Rwy Idg TDZE 1016 Apt Elev 1022 |
|--|------------------------|---|

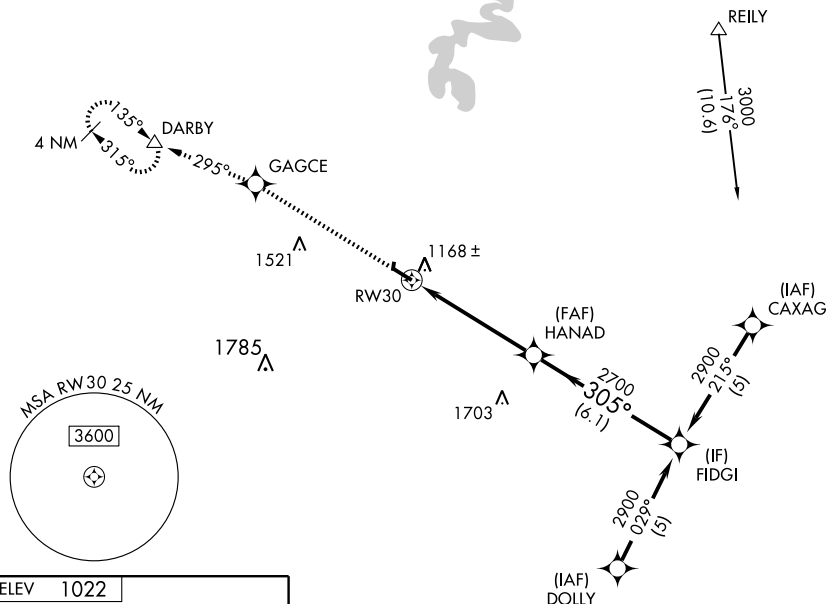
RNAV (GPS) RWY 30

DANVILLE/ STUART POWELL FIELD (DVK)

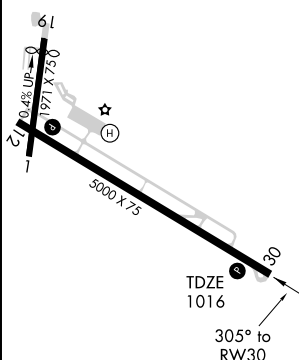
▼
▲ NA

When local alimeter setting not received, use Lexington alimeter setting and increase all DAs/MDAs 80 feet, LPV all visibilities $\frac{1}{4}$ mile, LNAV/VNAV all visibilities $\frac{1}{4}$ mile, LNAV Cat C/D and Circling Cat C/D $\frac{1}{4}$ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). VDP and Baro-VNAV NA when using Lexington alimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct GAGCE and via 295° track to DARBY and hold.

AWOS-3
128.325LEXINGTON APP CON
120.15 259.3UNICOM
122.8 (CTAF) 0

ELEV 1022



| | | | | |
|--------------|----------------------|--------------------|----------------------|----------------------|
| 3000 | GAGCE | TRK 295° | DARBY | Procedure Turn NA |
| *LNAV only. | | | | |
| | | | | |
| CATEGORY | A | B | C | D |
| LPV DA | 1282-1 266 (300-1) | | | |
| LNAV/VNAV DA | 1439-1½ 423 (500-1½) | | | |
| LNAV MDA | 1440-1 424 (500-1) | | 1440-1¼ 424 (500-1¼) | |
| CIRCLING | 1480-1 458 (500-1) | 1560-1 538 (600-1) | 1560-1½ 538 (600-1½) | 1720-2¼ 698 (700-2¼) |

REIL Rwy 30 0
MRL Rwy 12-30 0

ELIZABETHTOWN

ADDINGTON FLD

(EKK) 4 W UTC-5(-4DT) N37°41.16' W85°55.50'

775 B S4 FUEL 100LL, JET A+ NOTAM FILE LOU

RWY 05-23: H6001X100 (ASPH) S-35 MIRL 0.4% up NE

RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 36'. Tree.

RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 30'.

AIRPORT REMARKS: Attended Mon-Fri 1300Z±-dusk, Sat-Sun 1400-2300Z±. Deer and birds on and in/ov arpt. Parachute Jumping. MIRL Rwy 05-23 preset low intensity and REIL Rwy 05 and Rwy 23 ops dusk-dawn, to increase intensity MIRL Rwy 05-23 and ACTIVATE REIL Rwy 05-23—CTAF. PAPI Rwy 05 and Rwy 23 ops 24 hrs.

WEATHER DATA SOURCES: AWOS-3 121.025 (270) 763-6433.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ **LOUISVILLE APP/DEP CON** 132.075(E) 123.675(W)

CLNC DEL 119.45 (except Sun and Mon 0500-1130Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

NEW HOPE (L) VOR/DME 110.8 EWO Chan 45 N37°37.91'

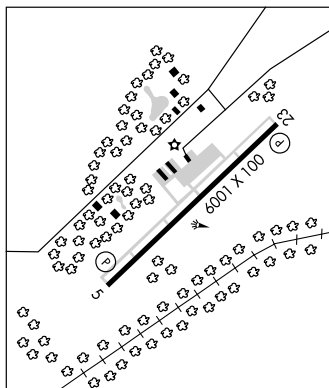
W85°40.55' 284° 12.3 NM to fld. 960/01E.

ILS/DME 109.75 I-ADR Chan 34(Y) Rwy 05. (LOC only)

ST LOUIS

H-5E, 10F, L-16J

IAP



FALLS-OF-ROUGH

ROUGH RIVER STATE PARK

(2I3) 3 NE UTC-6(-5DT) N37°36.59' W86°30.43'

577 B NOTAM FILE LOU

RWY 02-20: H3200X75 (ASPH) S-8 MIRL

RWY 02: Road. RWY 20: PAPI(P4L)—GA 3.0° TCH 28'. Tree.

AIRPORT REMARKS: Attended continuously. UNICOM monitored irregularly.

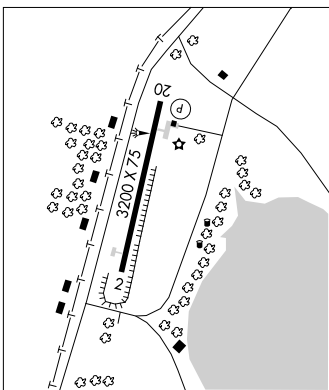
COMMUNICATIONS: CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE LOU.

CENTRAL CITY (L) VORTAC 109.8 CCT Chan 35

N37°22.95' W87°15.82' 070° 38.6 NM to fld. 450/01W.

ST LOUIS

L-16J



| | | | |
|--|------------------------|---|---|
| LOC/DME I-ADR 109.75 Chan 34 (Y) | APP CRS 050° | Rwy Idg TDZE 764 Apt Elev 775 | 6001 764 775 |
|--|------------------------|---|---|

LOC RWY 5

ELIZABETHTOWN/ADDINGTON FIELD (EKK)

▼ If local altimeter setting not received, use Louisville Intl altimeter setting and increase all MDAs 120 feet.
 ▲ NA Visibility reduction by Helicopters NA.

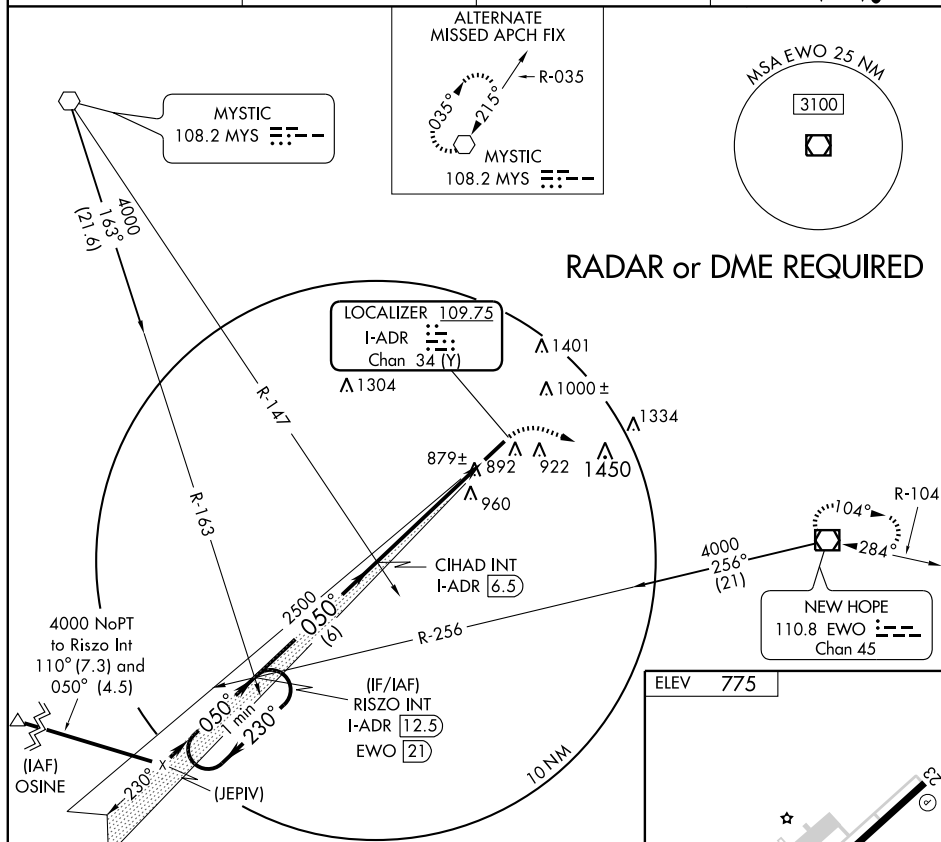
MISSED APPROACH: Climbing right turn to 3000 direct EWO VOR/DME and hold.

AWOS-3
121.025

LOUISVILLE APP CON
132.075 327.0

CLNC DEL
119.45

UNICOM
122.8 (CTAF) 0



SE-1, 23 SEP 2010 to 21 OCT 2010

SE-1, 23 SEP 2010 to 21 OCT 2010

| | | | |
|--|------------------------|---|---|
| WAAS CH 77700 W05A | APP CRS 050° | Rwy Idg TDZE 764 Apt Elev 775 | 6001 764 775 |
|--|------------------------|---|---|

RNAV (GPS) RWY 5

ELIZABETHTOWN/ADDINGTON FIELD (EKK)

▼ DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).
▲ NA If local altimeter setting not received, use Louisville Intl altimeter setting and increase all DAs/MDAs 120 feet.
 VDP and Baro-VNAV NA when using Louisville Intl altimeter setting.

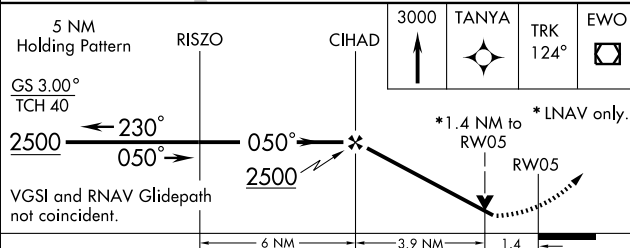
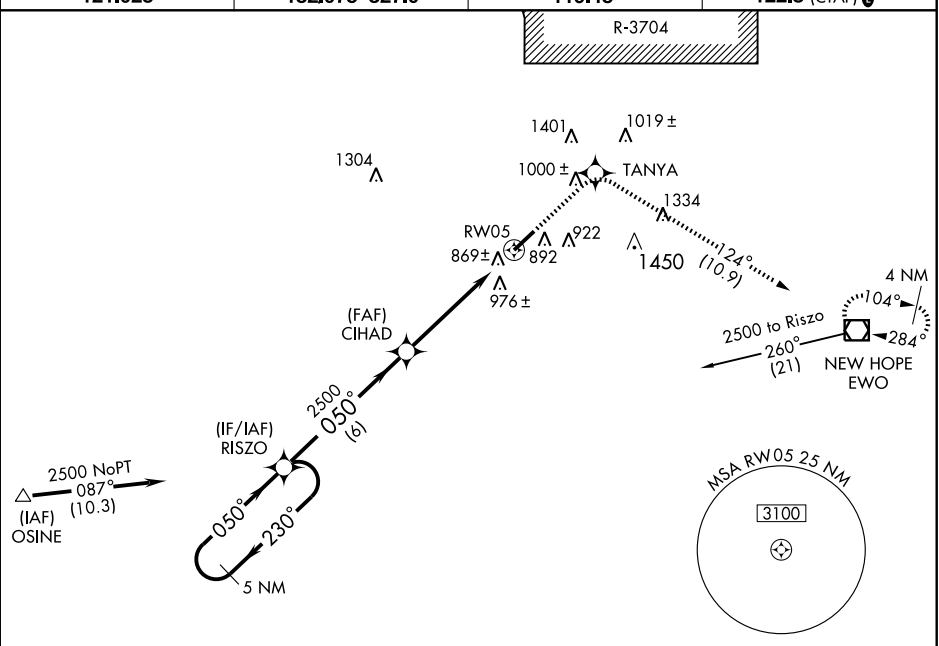
MISSED APPROACH: Climb to 3000
 direct TANYA and via 124° track to
 EWO VOR/DME and hold.

AWOS-3
121.025

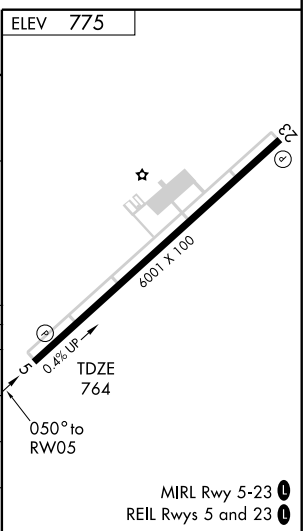
LOUISVILLE APP CON
132.075 327.0

CLNC DEL
119.45

UNICOM
122.8 (CTAF) 0



| CATEGORY | A | B | C | D |
|--------------|----------------------|----------------------|----------------------|---|
| LPV DA | 1133-1¼ 369 (400-1¼) | | | |
| LNAV/VNAV DA | 1257-1¾ 493 (500-1¾) | | | |
| LNAV MDA | 1220-1 456 (500-1) | 1220-1¼ 456 (500-1¼) | 1220-1½ 456 (500-1½) | |
| CIRCLING | 1260-1¾ 485 (500-1¾) | | 1360-2 585 (600-2) | |



| | |
|------------------------|------------------------|
| APP CRS 240° | Rwy Idg 6001 |
| | TDZE 775 |
| | Apt Elev 775 |

RNAV (GPS) RWY 23

ELIZABETHTOWN/ADDINGTON FIELD (EKK)

▼ DME/DME RNP-0.3 NA.
▲ NA If local altimeter setting not received, use Louisville Intl altimeter setting and increase all MDAs 120 feet.
 VDP NA when using Louisville Intl altimeter setting.

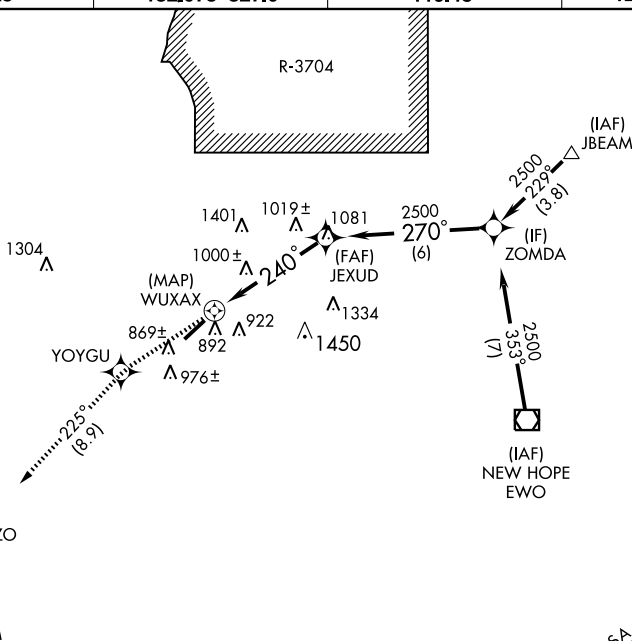
MISSED APPROACH: Climb to 3000 direct YOYGU and via 225° track to RISZO and hold.

AWOS-3
121.025

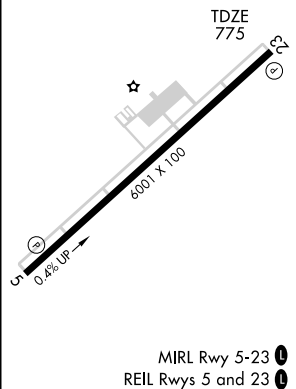
LOUISVILLE APP CON
132.075 327.0

CLNC DEL
119.45

UNICOM
122.8 (CTAF) 0



ELEV 775



| | | | | | |
|----------|--------|-------------|--------------|---------------|-------------------|
| 3000 | YOYGU | TRK 225° | RISZO | JEXUD | ZOMDA |
| | | | | 2500 | 2500 |
| | | | | 240° | 270° |
| | | | | 1 NM to WUXAX | Procedure Turn NA |
| | | | | WUXAX | |
| | | | | 0.5 | 1 NM |
| | | | | 3.7 NM | 6 NM |
| CATEGORY | A | B | C | D | |
| LNAV MDA | 1280-1 | 505 (600-1) | 1280-1½ | 505 (600-1½) | |
| CIRCLING | 1280-1 | 505 (600-1) | 1280-1½ | 1360-2 | |
| | | | 505 (600-1½) | 585 (600-2) | |

| | | | |
|---|------------------------|-----------------------------|--|
| VOR/DME EWO 110.8 Chan 45 | APP CRS 284° | Rwy Idg TDZE Apt Elev | N/A N/A 775 |
|---|------------------------|-----------------------------|--|

VOR-A

ELIZABETHTOWN/ADDINGTON FIELD (EKK)

⚠ **NA** If local altimeter setting not received, use Louisville Intl altimeter setting and increase all MDAs 120 feet.

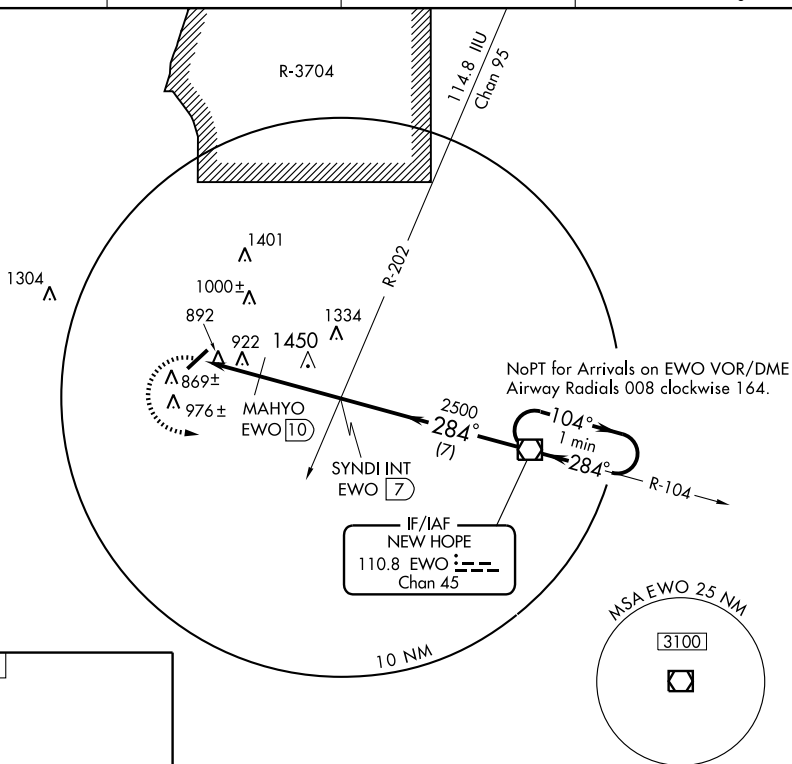
MISSED APPROACH: Climbing left turn to 2500 direct to EWO VOR/DME and hold.

AWOS-3
121.025

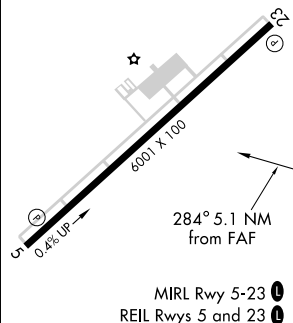
LOUISVILLE APP CON
132.075 327.0

CLNC DEL
119.45

UNICOM
122.8 (CTAF) **0**



ELEV 775



| | | | | |
|---|-----------------------|--------------------|-----------------------|----------------------------|
| 2500 | EWO | SYNDI INT EWO 7 | VOR/DME | One Minute Holding Pattern |
| 110.8 | MAHYO EWO 10 | 2500 | 104° | 2500 |
| EWO 12.1 | 1700* | 284° | 284° | 284° |
| *1820 when using Louisville Intl altimeter setting. | | | | |
| 2.1 NM 3 NM 7 NM | | | | |
| CATEGORY | A | B | C | D |
| CIRCLING | 1700-1¼ 925 (1000-1¼) | | 1700-2¾ 925 (1000-2¾) | 1700-3 925 (1000-3) |
| MAHYO FIX MINIMUMS | | | | |
| CIRCLING | 1220-1 445 (500-1) | 1260-1 485 (500-1) | 1260-1½ 485 (500-1½) | 1360-2 585 (600-2) |

ELIZABETHTOWN, KENTUCKY

ELIZABETHTOWN/ADDINGTON FIELD (EKK)

Amdt 3 08101

37° 41' N-85° 55' W

VOR-A

FALMOUTH**GENE SNYDER** (K62) 4 NW UTC-5(-4DT) N38°42.24' W84°23.51'

899 B FUEL 100LL NOTAM FILE LOU

RWY 03-21: H3994X75 (ASPH) S-12.5 MIRL 0.4% up SW

RWY 03: PAPI(P4L)—GA 3.5° TCH 37'. Trees.

RWY 21: PAPI(P4L)—GA 3.5° TCH 41'.

AIRPORT REMARKS: Attended 1300-2200Z±. ACTIVATE MIRL Rwy 03-21—122.9.

WEATHER DATA SOURCES: AWOS-3 123.825 (859) 654-1345.

COMMUNICATIONS: CTAF/UNICOM 122.7

CINCINNATI APP/DEP CON 121.0

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

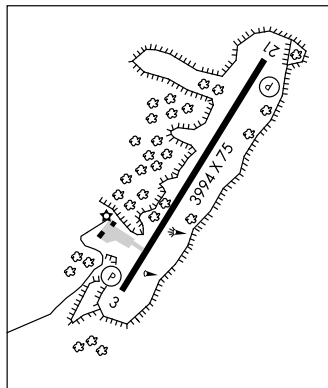
FALMOUTH (H) VOR/DME 117.0 FLM Chan 117 N38°38.97'

W84°18.64' 315° 5.0 NM to fld. 810/04W.

CINCINNATI

L-26F, 27E

IAP

**FALMOUTH** N38°38.97' W84°18.64' NOTAM FILE LOU.

(H) VOR/DME 117.0 FLM Chan 117 353° 27.7 NM to Cincinnati Muni Arpt Lunken Fld, OH. 810/04W.

RCO 122.1R 117.0T (LOUISVILLE RADIO)

CINCINNATI

H-10G, L-26F, 27E

FLEMING-MASON (See FLEMINGSBURG)**FLEMINGSBURG****FLEMING-MASON** (FGX) 7 N UTC-5(-4DT) N38°32.51' W83°44.60'

913 B S4 FUEL 100LL, JET A1+ NOTAM FILE LOU

RWY 07-25: H5001X75 (ASPH) S-36, D-50 MIRL

RWY 07: REIL. PAPI(P4R)—GA 3.0° TCH 20'. Thld dsplcd 299'. Trees.

RWY 25: REIL. PAPI(P4L)—GA 3.65° TCH 40'.

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z±, Sat 1500-2100,

Sun 1600-2100Z±. For svc after hrs call 606-845-6801.

Parachute Jumping. ACTIVATE MIRL Rwy 07-25; REIL and PAPI Rwy 07 and Rwy 25—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.125 (606) 742-2008.

COMMUNICATIONS: CTAF/UNICOM 123.0

INDIANAPOLIS CENTER APP/DEP CON 124.225

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

FALMOUTH (H) VOR/DME 117.0 FLM Chan 117 N38°38.97'

W84°18.64' 107° 27.5 NM to fld. 810/04W.

FLMNG NDB (MHW/LOM) 400 XW N38°34.42' W83°38.82'

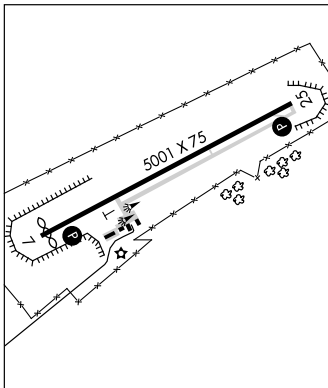
252° 4.9 NM to fld. NDB unusable 030°-120° byd 10 NM.

ILS 109.15 I-XWI Rwy 25. Localizer only. LOM FLMNG NDB.

CINCINNATI

H-10G, L-26G

IAP

**FLMNG** N38°34.42' W83°38.82' NOTAM FILE LOU.

NDB (MHW/LOM) 400 XW 252° 4.9 NM to Fleming-Mason. NDB unusable 030°-120° byd 10 NM.

CINCINNATI

L-26G

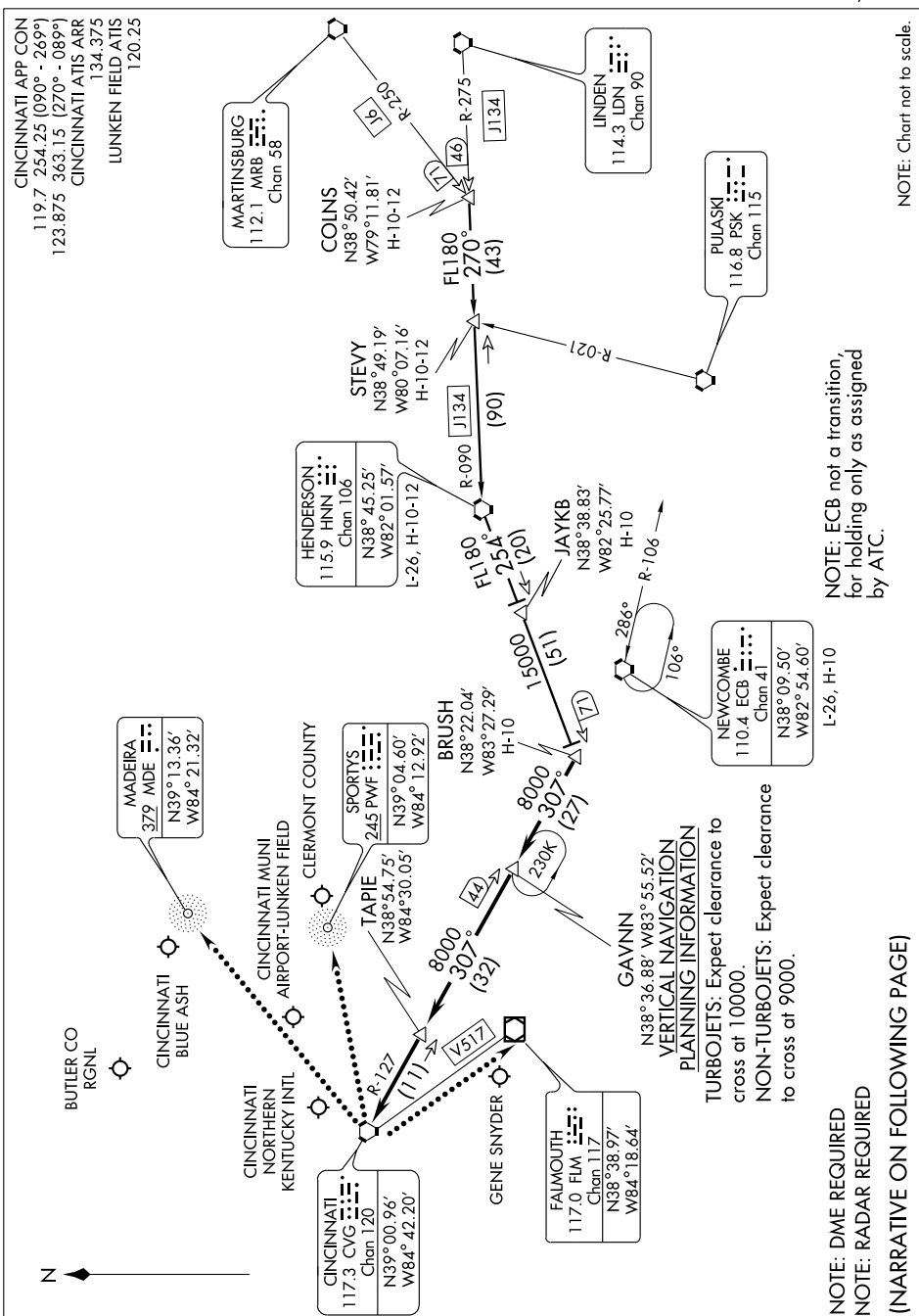
FORT CAMPBELL (See CAMPBELL AAF)**FORT KNOX** N37°54.45' W85°58.37' NOTAM FILE FTK.

(T) VOR/DME 109.6 FTK Chan 33 at Godman AAF. 740/01W.

ST LOUIS

L-16F

BRUSH ONE ARRIVAL



NOTE: Chart not to scale.

NOTE: ECB not a transition, for holding only as assigned by ATC.

NOTE: DME REQUIRED

(NARRATIVE ON FOLLOWING PAGE)

SE-1. 23 SEP 2010 to 21 OCT 2010

BRUSH ONE ARRIVAL

(BRUSH.BRUSH1) 10098

CINCINNATI, OHIO

ARRIVAL DESCRIPTION

COLNS TRANSITION (COLNS.BRUSH1): From over COLNS INT via HNN R-090 to HNN VORTAC, then via HNN R-254 to BRUSH. Thence. . . .

HENDERSON TRANSITION (HNN.BRUSH1): From over HNN VORTAC via HNN R-254 to BRUSH. Thence. . . .

. . . .From over BRUSH via CVG R-127 to GAVNN, then via CVG R-127 to TAPIE, then via CVG R-127 to CVG VORTAC. Expect vectors to final approach course after GAVNN.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).

For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).

For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.

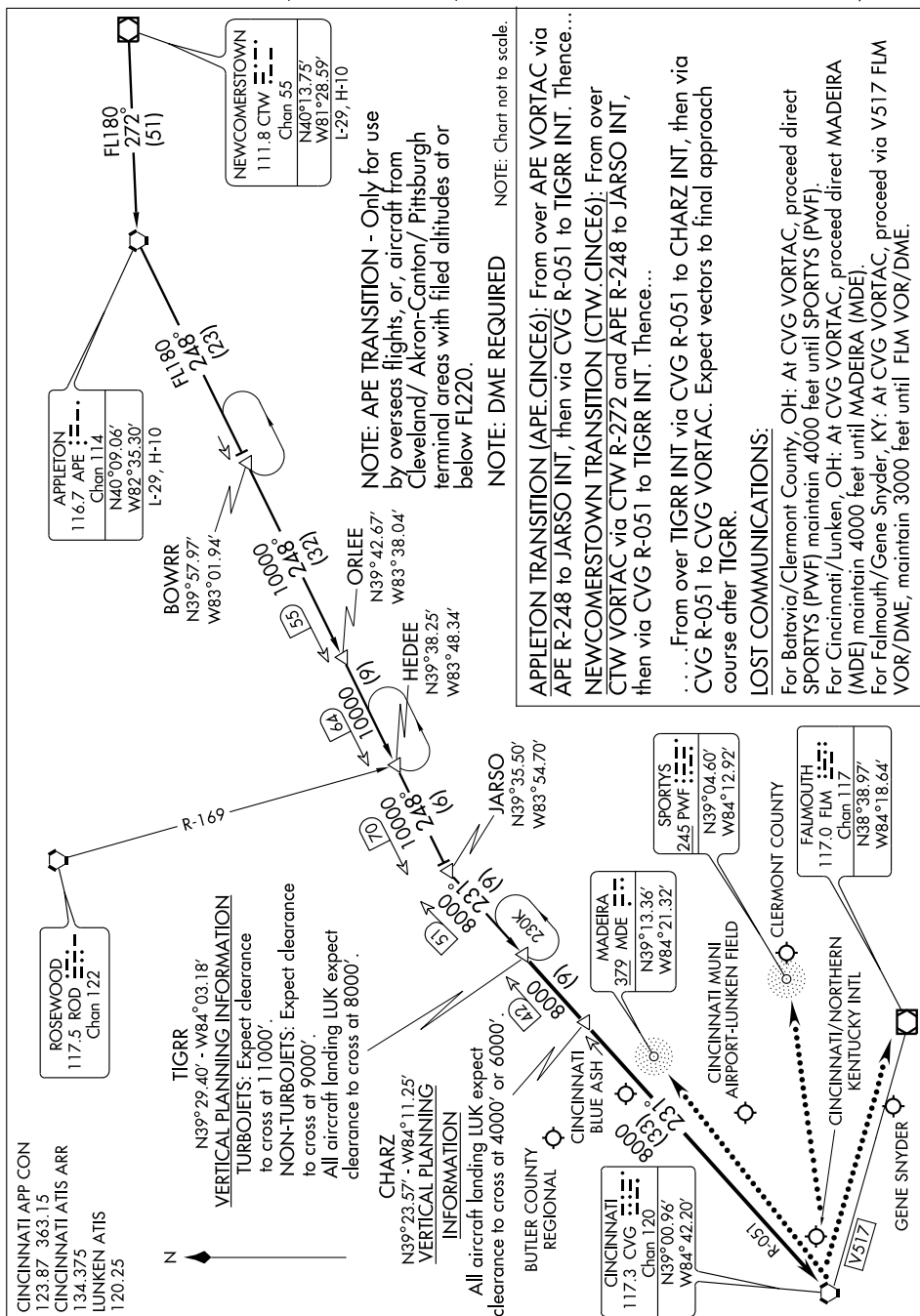
SE-1, 23 SEP 2010 to 21 OCT 2010

SE-1, 23 SEP 2010 to 21 OCT 2010

CINCE SIX ARRIVAL (TIGRR.CINCE6)

CINCINNATI, OHIO

SE-1, 23 SEP 2010 to 21 OCT 2010



CINCE SIX ARRIVAL (TIGRR.CINCE6)

CINCINNATI, OHIO

(GENUS.GENUS1) 08157
GENUS ONE ARRIVAL

ST-83 (FAA)

CINCINNATI, OHIO

CINCINNATI APP CON
119.7 363.15
LUNKEN FIELD ATIS
120.25
LUNKEN TOWER
118.7 257.8

BUTLER COUNTY
RGNL

CINCINNATI
BLUE ASH

CINCINNATI MUNI
AIRPORT-LUNKEN FIELD

CLERMONT
COUNTY

CINCINNATI
117.3 CVG
Chan 120

GENE SNYDER

FALMOUTH
117.0 FLM
Chan 117
N38°38.97'
W84°18.64'

LOUISVILLE
114.8 IUU
Chan 95
N38°06.21' - W85°34.65'
L-26-27, H-5-10

MAA FL 180
10000
073°
(50)

GENUS
N38°19.85'
W84°33.11'

LEXINGTON
112.6 HYK
Chan 73

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

LOUISVILLE TRANSITION (IIU.GENUS1): From over IIU VORTAC via IIU R-073 to GENUS INT. Thence

. . . . From over GENUS INT via FLM R-215 (MEA 4000) to FLM VOR/DME. Expect radar vectors to final approach course after FLM VOR/DME.

LOST COMMUNICATIONS

BUTLER COUNTY RGNL: In the event of lost communications, at FLM VOR/DME proceed V517 to CVG VORTAC. Maintain 3000 MSL until CVG VORTAC.

HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO

CINCINNATI APP CON

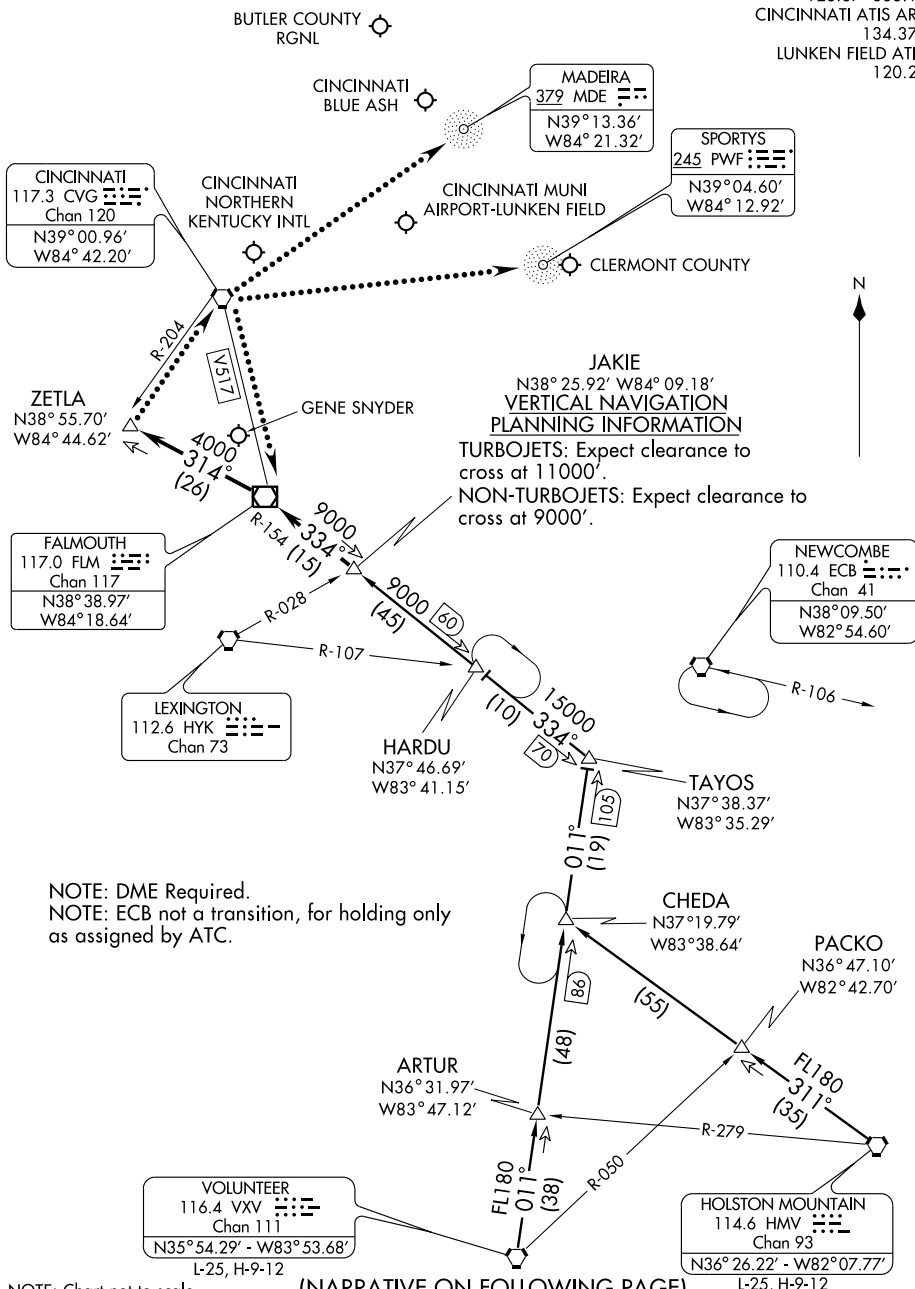
123.87 363.15

CINCINNATI ATIS ARR

134.375

LUNKEN FIELD ATIS

120.25



HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO

HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO

ARRIVAL DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.HARDU2): From over HMV VORTAC via HMV R-311 and VXV R-011 to TAYOS INT, then via FLM R-154 to JAKIE INT. Thence. . .

VOLUNTEER TRANSITION (VXV.HARDU2): From over VXV VORTAC via VXV R-011 and FLM R-154 to JAKIE INT. Thence. . .

. . . From over JAKIE INT via FLM R-154 to FLM VOR/DME, then via FLM R-314 to ZETLA INT. Expect vectors to final approach course after JAKIE INT.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At ZETLA INT, proceed direct to CVG VORTAC then direct SPORTYS (PWF). Maintain 4000 feet until SPORTYS (PWF).

For Butler County Rgnl, OH: At ZETLA INT, proceed direct to CVG VORTAC. Maintain 3000 feet until CVG VORTAC.

For Cincinnati/Blue Ash, OH: At ZETLA INT, proceed direct CVG VORTAC, then V517 FLM VOR/DME. Maintain 4000 feet until FLM VOR/DME.

For Cincinnati/Lunken, OH: At ZETLA INT, proceed direct CVG VORTAC then direct MADEIRA (MDE). Maintain 4000 until MADEIRA (MDE).

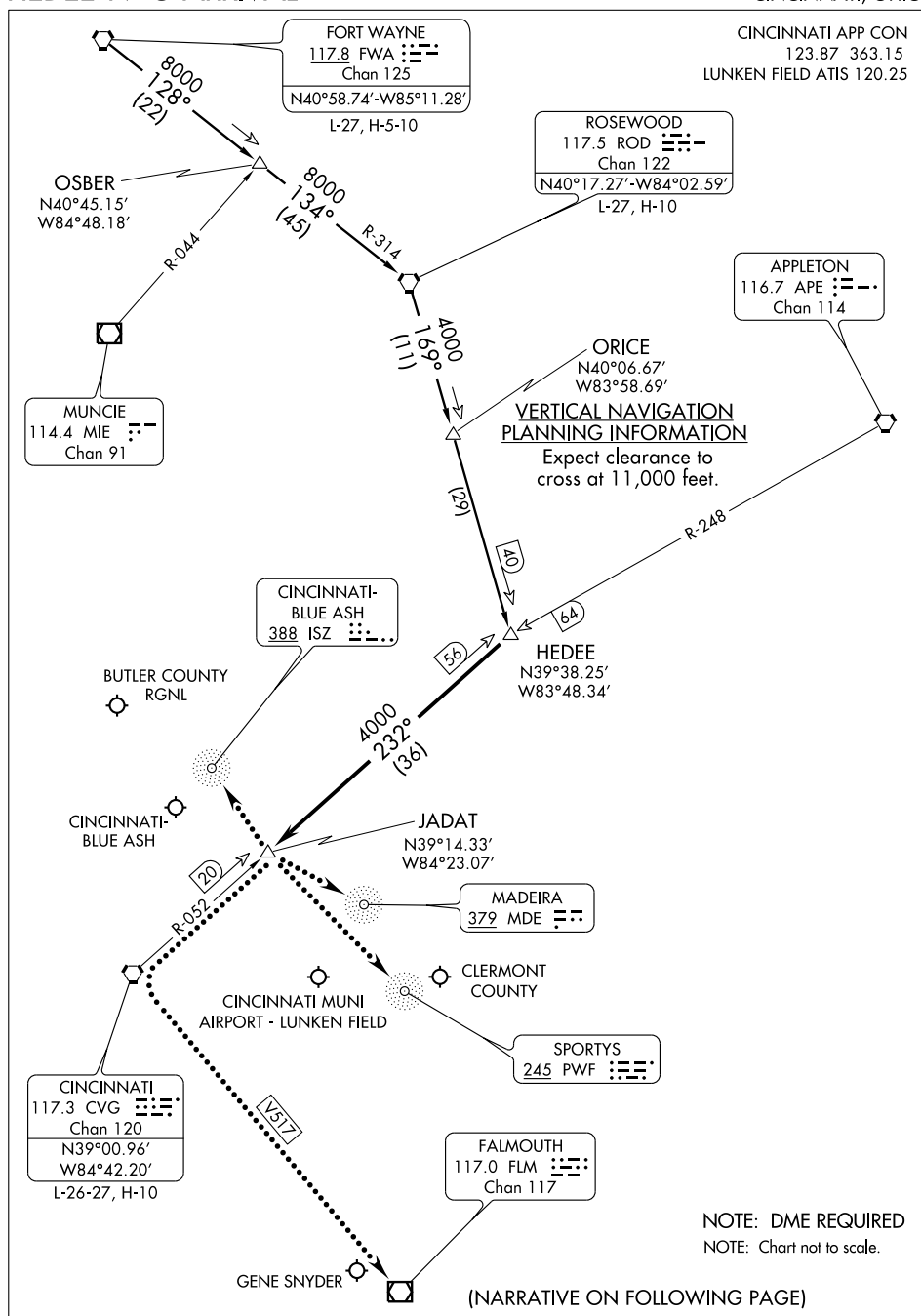
For Falmouth/Gene Snyder, KY: At ZETLA INT, proceed direct CVG VORTAC then via V517 FLM VOR/DME. Maintain 3000 feet until FLM VOR/DME.

SE-1, 23 SEP 2010 to 21 OCT 2010

SE-1, 23 SEP 2010 to 21 OCT 2010

HEDEE TWO ARRIVAL

CINCINNATI, OHIO



EC-2, 23 SEP 2010 to 21 OCT 2010

EC-2, 23 SEP 2010 to 21 OCT 2010

HEDEE TWO ARRIVAL

CINCINNATI, OHIO

HEDEE TWO ARRIVAL

CINCINNATI, OHIO

ARRIVAL ROUTE DESCRIPTION

FORT WAYNE TRANSITION (FWA.HEDEE2): From over FWA VORTAC via FWA R-128 to OSBER/FWA 22 DME, then via ROD R-314 to ROD VORTAC, then via ROD R-169 to HEDEE INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.HEDEE2): From over ROD VORTAC via ROD R-169 to HEDEE INT. Thence. . . .

. . . .From over HEDEE INT via CVG R-052 (MEA 4,000) to JADAT/CVG 20 DME, expect radar vectors to final approach course at JADAT.

LOST COMMUNICATION PROCEDURE

In the event of lost communications for:

CINCINNATI MUNI AIRPORT - LUNKEN FIELD - At JADAT, proceed direct MADEIRA (MDE) maintain 4,000 feet until MADEIRA (MDE).

CINCINNATI BLUE ASH - At JADAT, proceed direct BLUE ASH (ISZ), maintain 4,000 feet until BLUE ASH (ISZ).

CLERMONT COUNTY - At JADAT, proceed direct SPORTYS (PWF), maintain 4,000 feet until SPORTYS (PWF).

GENE SNYDER - At JADAT, proceed direct CVG VORTAC then via V517 to FLM VOR/DME, maintain 4,000 feet until FLM VOR/DME.

EC-2, 23 SEP 2010 to 21 OCT 2010

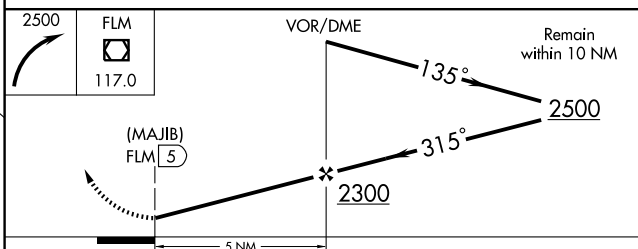
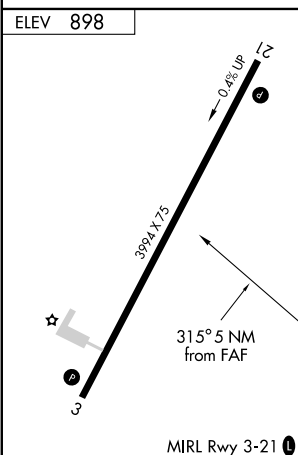
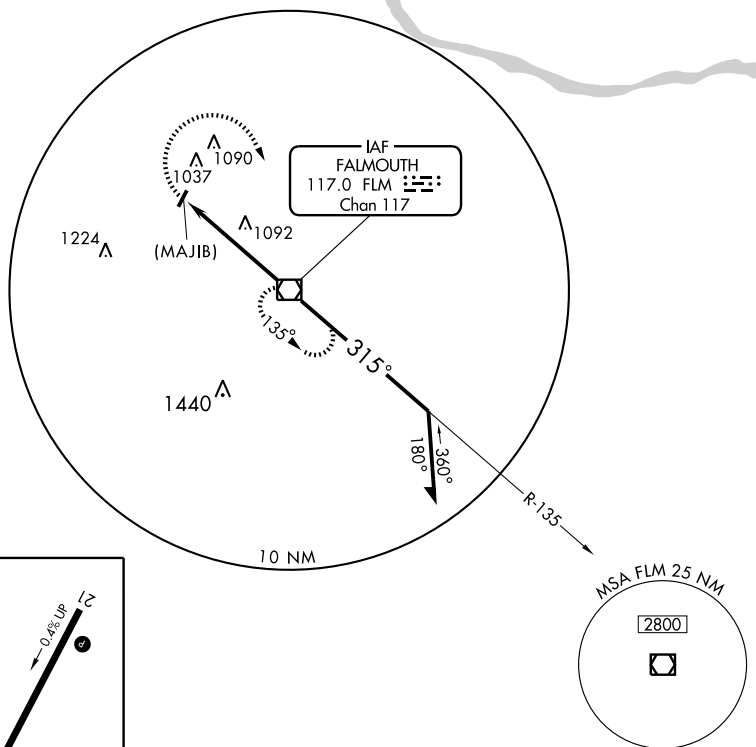
EC-2, 23 SEP 2010 to 21 OCT 2010

| | | |
|--|------------------------|--|
| VOR/DME FLM 117.0 Chan 117 | APP CRS 315° | Rwy Idg N/A TDZE N/A Apt Elev 898 |
|--|------------------------|--|

VOR or GPS-A
FALMOUTH/GENE SNYDER (K62)

| | |
|---|---|
| <p>T A NA</p> <p>Use Cincinnati/Northern Kentucky Intl altimeter setting.</p> | <p>MISSED APPROACH: Climbing right turn to 2500 direct FLM VOR/DME and hold.</p> |
|---|---|

| | | | |
|--------------------------|--|-------------------------------|--|
| AWOS-3 123.825 | CINCINNATI APP CON 121.0 257.725 | UNICOM 122.7 (CTAF) | 122.9  |
|--------------------------|--|-------------------------------|--|



| FAF to MAP 5 NM | | | | | | | CATEGORY | A | B | C | D |
|-----------------|------|------|------|------|------|--|----------|--------|-------------|--|-----------------------|
| Knots | 60 | 90 | 120 | 150 | 180 | | CIRCLING | 1500-1 | 602 (700-1) | 1500-1 ^{3/4} 602 (700-1 ^{3/4}) | 1500-2 602 (700-2) |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 | | | | | | |

FALMOUTH, KENTUCKY
Amdt 2A 10098

38° 42'N-84° 24'W

FALMOUTH/GENE SNYDER (K62)
VOR - CBS A

VOR or GPS-A

SE-1, 23 SEP 2010 to 21 OCT 2010

SE-1. 23 SEP 2010 to 21 OCT 2010

FALMOUTH**GENE SNYDER** (K62) 4 NW UTC-5(-4DT) N38°42.24' W84°23.51'

899 B FUEL 100LL NOTAM FILE LOU

RWY 03-21: H3994X75 (ASPH) S-12.5 MIRL 0.4% up SW

RWY 03: PAPI(P4L)—GA 3.5° TCH 37'. Trees.

RWY 21: PAPI(P4L)—GA 3.5° TCH 41'.

AIRPORT REMARKS: Attended 1300-2200Z±. ACTIVATE MIRL Rwy 03-21-122.9.**WEATHER DATA SOURCES:** AWOS-3 123.825 (859) 654-1345.**COMMUNICATIONS:** CTAF/UNICOM 122.7

CINCINNATI APP/DEP CON 121.0

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

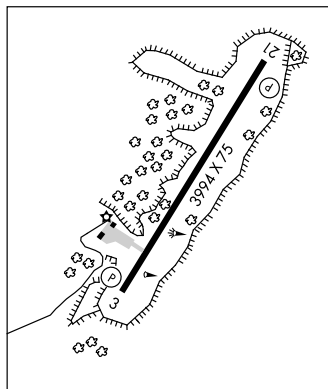
FALMOUTH (H) VOR/DME 117.0 FLM Chan 117 N38°38.97'

W84°18.64' 315° 5.0 NM to fld. 810/04W.

CINCINNATI

L-26F, 27E

IAP

**FALMOUTH** N38°38.97' W84°18.64' NOTAM FILE LOU.

(H) VOR/DME 117.0 FLM Chan 117 353° 27.7 NM to Cincinnati Muni Arpt Lunken Fld, OH. 810/04W.

RCO 122.1R 117.0T (LOUISVILLE RADIO)

CINCINNATI

H-10G, L-26F, 27E

FLEMING-MASON (See FLEMINGSBURG)**FLEMINGSBURG****FLEMING-MASON** (FGX) 7 N UTC-5(-4DT) N38°32.51' W83°44.60'

913 B S4 FUEL 100LL, JET A1+ NOTAM FILE LOU

RWY 07-25: H5001X75 (ASPH) S-36, D-50 MIRL

RWY 07: REIL. PAPI(P4R)—GA 3.0° TCH 20'. Thld dsplcd 299'. Trees.

RWY 25: REIL. PAPI(P4L)—GA 3.65° TCH 40'.

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z±, Sat 1500-2100,

Sun 1600-2100Z±. For svc after hrs call 606-845-6801.

Parachute Jumping. ACTIVATE MIRL Rwy 07-25; REIL and PAPI Rwy 07 and Rwy 25—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.125 (606) 742-2008.**COMMUNICATIONS:** CTAF/UNICOM 123.0

INDIANAPOLIS CENTER APP/DEP CON 124.225

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

FALMOUTH (H) VOR/DME 117.0 FLM Chan 117 N38°38.97'

W84°18.64' 107° 27.5 NM to fld. 810/04W.

FLMNG NDB (MHW/LOM) 400 XW N38°34.42' W83°38.82'

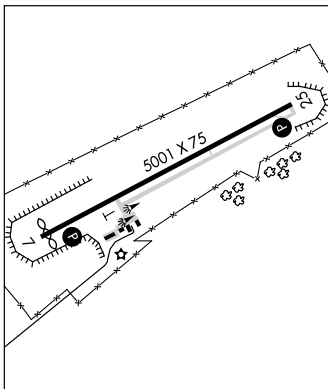
252° 4.9 NM to fld. NDB unusable 030°-120° byd 10 NM.

ILS 109.15 I-XWI Rwy 25. Localizer only. LOM FLMNG NDB.

CINCINNATI

H-10G, L-26G

IAP

**FLMNG** N38°34.42' W83°38.82' NOTAM FILE LOU.

NDB (MHW/LOM) 400 XW 252° 4.9 NM to Fleming-Mason. NDB unusable 030°-120° byd 10 NM.

CINCINNATI

L-26G

FORT CAMPBELL (See CAMPBELL AAF)**FORT KNOX** N37°54.45' W85°58.37' NOTAM FILE FTK.

(T) VOR/DME 109.6 FTK Chan 33 at Godman AAF. 740/01W.

ST LOUIS

L-16F

| | | | |
|----------------------------|------------------------|-----------------------------|---|
| LOC I-XWI 109.15 | APP CRS 251° | Rwy Idg TDZE Apt Elev | 5001 914 914 |
|----------------------------|------------------------|-----------------------------|---|

LOC RWY 25

FLEMINGSBURG/FLEMING-MASON (FGX)

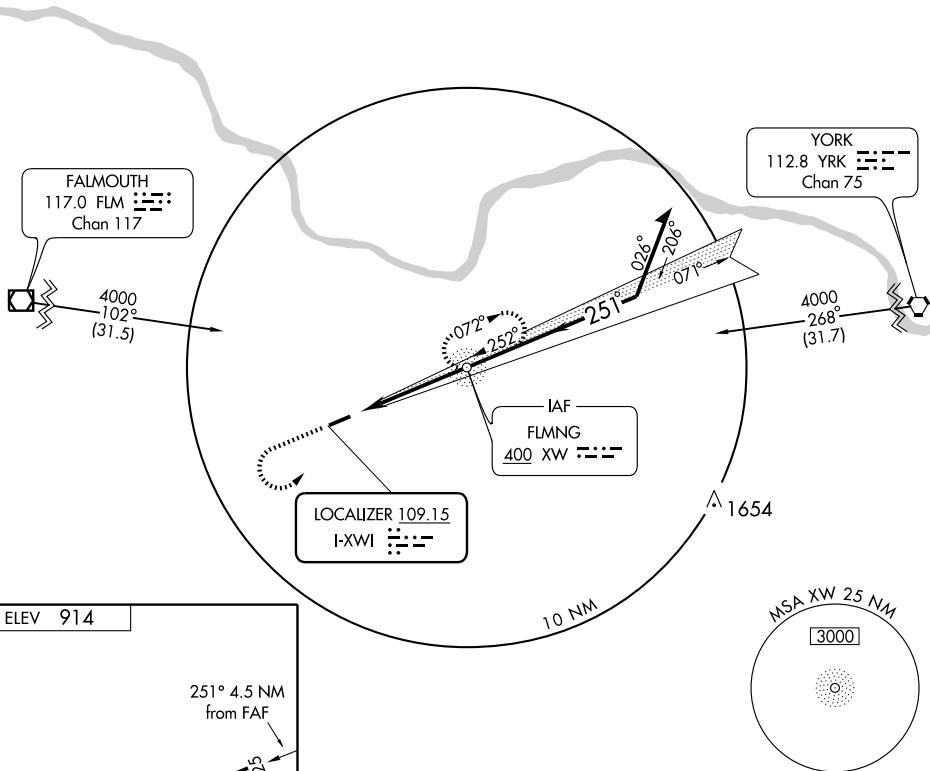


MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct XW NDB and hold.

AWOS-3
118.125

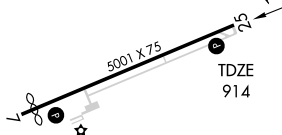
INDIANAPOLIS CENTER
124.225 360.725

UNICOM
123.0 (CTAF)

ADF REQUIRED

ELEV 914

251° 4.5 NM
from FAF

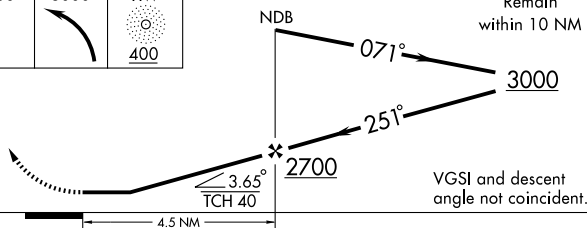
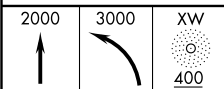


MIRL Rwy 7-25
REIL Rwy 7 and 25

| FAF to MAP 4.5 NM | | | | | |
|-------------------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

FLEMINGSBURG, KENTUCKY

Orig-B 10098



| CATEGORY | A | B | C | D |
|----------|-------------|-------------|--------------|--------------|
| S-25 | 1320-1 | 406 (500-1) | 1320-1¼ | 406 (500-1¼) |
| CIRCLING | 1360-1 | 1380-1 | 1380-1½ | 1480-2 |
| | 446 (500-1) | 466 (500-1) | 466 (500-1½) | 566 (600-2) |

FLEMINGSBURG/FLEMING-MASON (FGX)

38°33'N-83°45'W

LOC RWY 25

SE-1, 23 SEP 2010 to 21 OCT 2010

SE-1, 23 SEP 2010 to 21 OCT 2010

WAAS
CH **56312**
W07A

APP CRS
072°

Rwy Idg **4702**
TDZE **913**
Apt Elev **913**

RNAV (GPS) RWY 7

FLEMINGSBURG/FLEMING-MASON (FGX)



NA

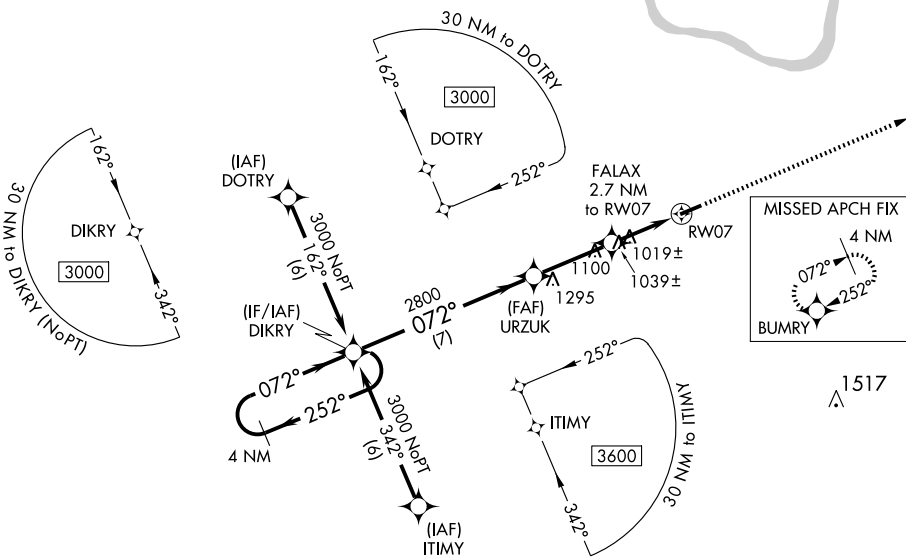
Baro-VNAV NA when using Lexington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1290, LNAV/VNAV DA to 1383 feet. Increase LPV visibility ¼ mile, LNAV/VNAV visibility ½ mile. Increase all MDA 140 feet. Increase LNAV Cat C visibility ¼ mile, Cat D ½ mile. Increase Circling Cats C/D visibility ¼ mile.

MISSED APPROACH:
Climb to 3500 direct
BUMRY and hold.

AWOS-3
118.125

INDIANAPOLIS CENTER
124.225 360.725

UNICOM
123.0 (CTAF) 0



4 NM
Holding Pattern

DIKRY

3000

GS 3.00°
TCH 40

CATEGORY

A

B

C

D

LPV DA

1163-1 250 (300-1)

LNAV/VNAV DA

1256-1¼ 343 (400-1¼)

LNAV MDA

1320-1 407 (500-1) 1320-1¼ 407 (500-1¼)

CIRCLING

1360-1 447 (500-1) 1380-1 467 (500-1) 1380-1½ 467 (500-1½) 1480-2 567 (600-2)

3500

BUMRY

* LNAV only

URZUK

2800

FALAX
2.7 NM to RW07

*1800

RW07

7 NM

3 NM

2.7 NM

ELEV 913

TDZE 913

072° to RW07

941±

5001 x 75

MIRL Rwy 7-25 0

REIL Rwy 7 and 25 0

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 69212 W25A | APP CRS 252° | Rwy Idg TDZE Apt Elev | 5001 913 913 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 25

FLEMINGSBURG/ FLEMING-MASON (FGX)

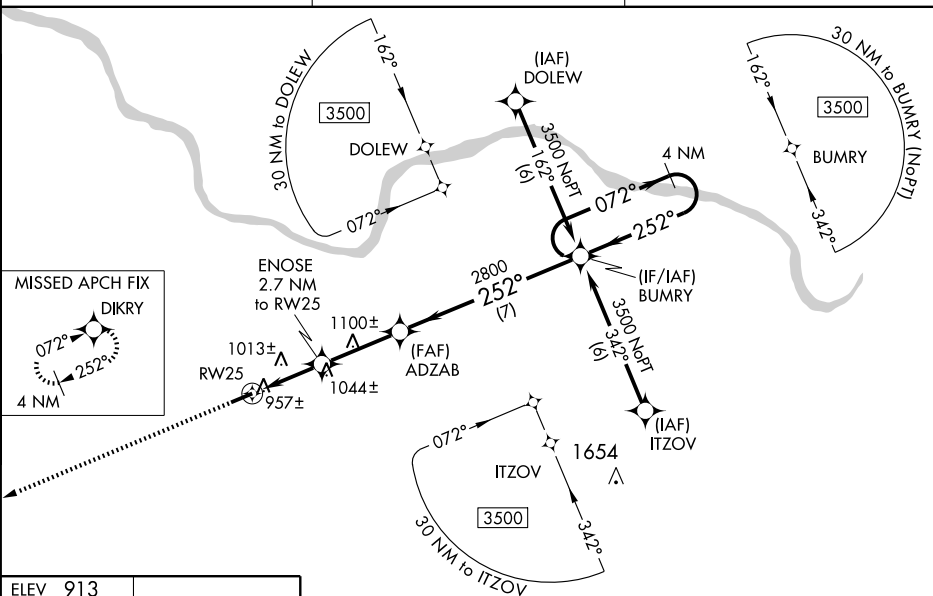
NA Baro-VNAV NA when using Lexington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1290, LNAV/VNAV DA to 1344 feet. Increase LPV visibility ¼ mile, LNAV/VNAV visibility ½ mile. Increase all MDA 140 feet. Increase LNAV Cat C visibility ½ mile, Cat D ¼ mile. Increase Circling Cats C/D visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct
DIKRY and hold.

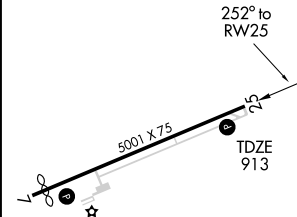
AWOS-3
118.125

INDIANAPOLIS CENTER
124.225 360.725

UNICOM
123.0 (CTAF) 0



ELEV 913



| | | | | | |
|--------------|--------------------|----------------------|------------------------|----------------------------|------------------------|
| 3000 | | DIKRY | | BUMRY 4 NM Holding Pattern | |
| *LNAV only | | ADZAB 2800 | | 072° → 3500 | |
| RW25 | | ENOSE 2.7 NM to RW25 | | ← 252° | |
| *1800 | | 2800 | | GS 3.00° | |
| 2.7 NM | | 3 NM | | 7 NM | |
| CATEGORY | A | B | C | D | |
| LPV DA | 1163-1 250 (300-1) | | | | |
| LNAV/VNAV DA | 1217-1 304 (400-1) | | | | |
| LNAV MDA | 1280-1 367 (400-1) | | | | 1280-1 ¼ 367 (400-1 ¼) |
| CIRCLING | 1360-1 447 (500-1) | 1380-1 467 (500-1) | 1380-1 ½ 467 (500-1 ½) | 1480-2 567 (600-2) | |

MIRL Rwy 7-25 0
REIL Rwy 7 and 25 0

| | | |
|--|------------------------|---|
| VOR/DME FLM 117.0 Chan 117 | APP CRS 107° | Rwy Idg TDZE Apt Elev N/A N/A 913 |
|--|------------------------|---|

VOR/DME-A

FLEMINGSBURG/FLEMING-MASON (FGX)

NA When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 140 feet.

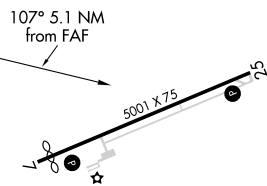
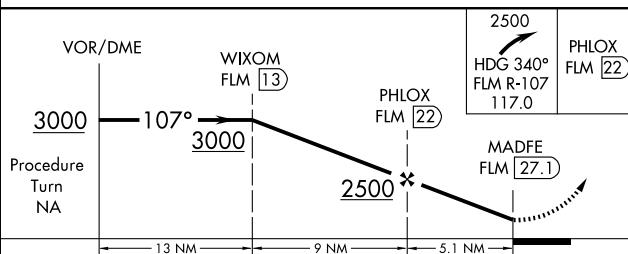
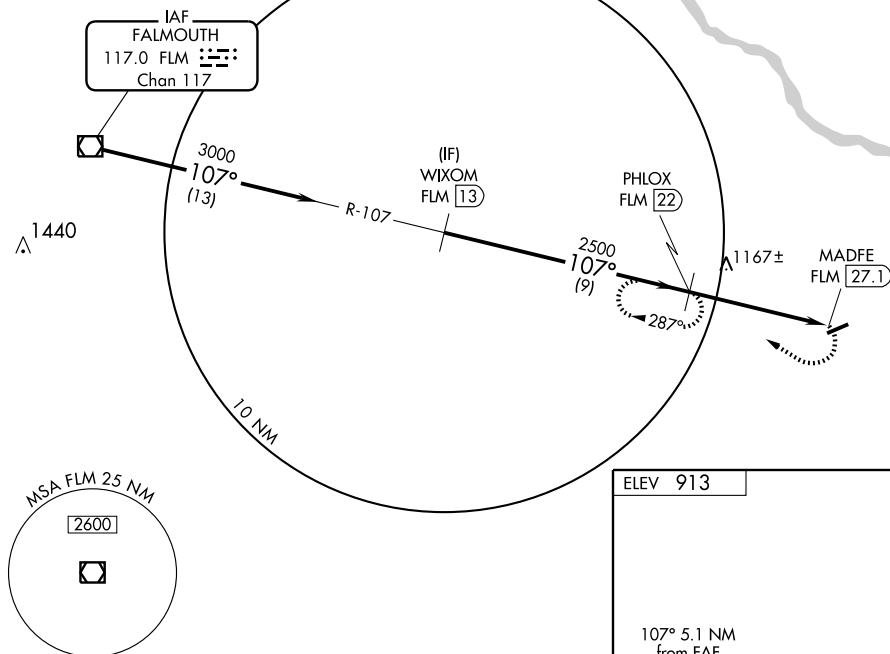
MISSED APPROACH: Climbing right turn to 2500 via heading 340° and FLM VOR/DME R-107 to PHLOX/FLM 22 DME and hold.

AWOS-3
118.125

INDIANAPOLIS CENTER
124.225 360.725

UNICOM
123.0 (CTAF) 0

Procedure NA for arrivals at FLM VOR/DME via airway radials 094 CW 150.



| CATEGORY | A | B | C | D |
|----------|--------------------------|--------------------------|--------|--------------|
| CIRCLING | 1900-1¼ 987 (1000-1¼) | 1900-1½ 987 (1000-1½) | 1900-3 | 987 (1000-3) |

MIRL Rwy 7-25 **0**
REIL Rwy 7 and 25 **0**

AIRPORT DIAGRAM

AFD-679 [USA]

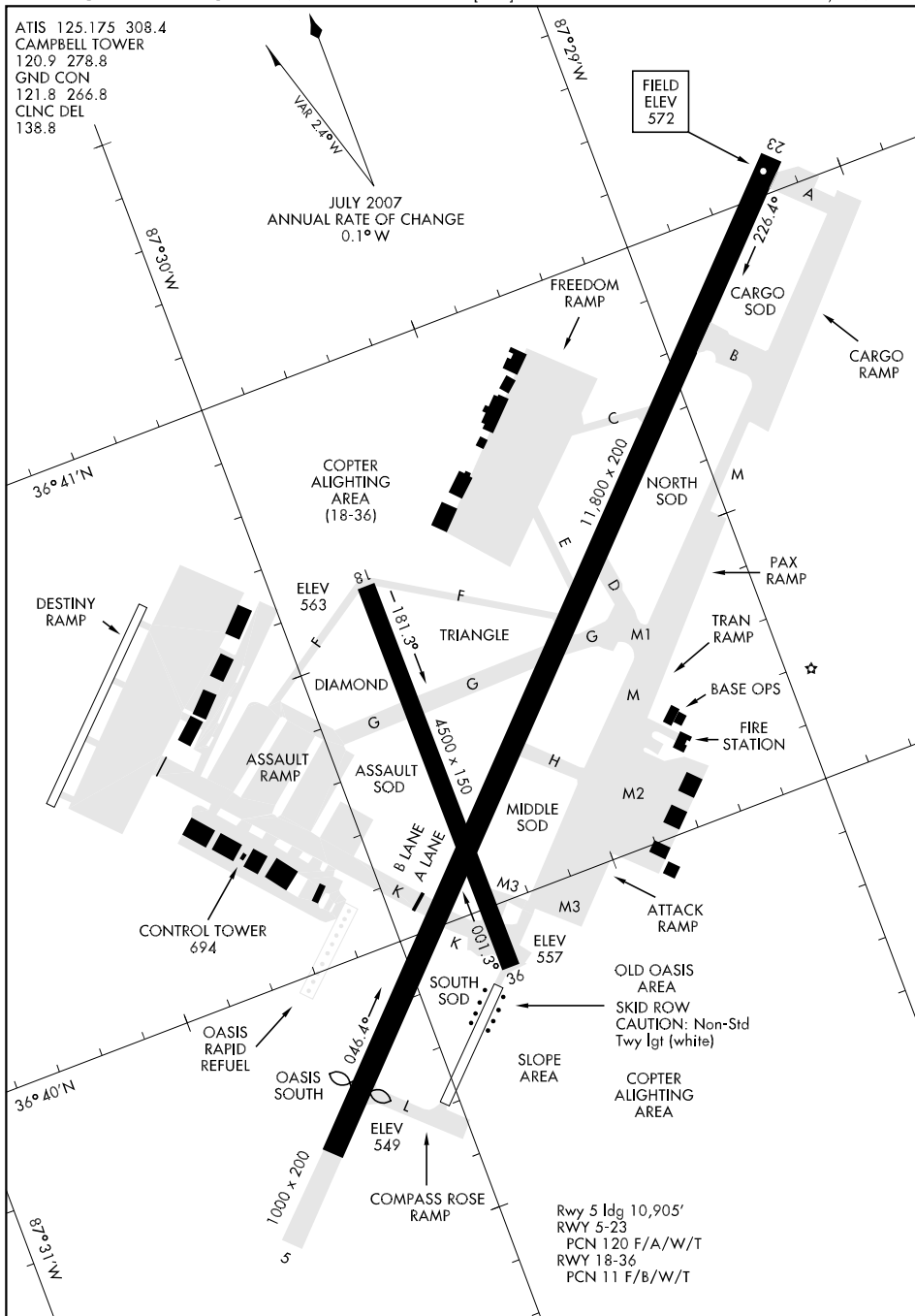
CAMPBELL AAF (KHOP)

FORT CAMPBELL, KENTUCKY

ATIS 125.175 308.4
 CAMPBELL TOWER
 120.9 278.8
 GND CON
 121.8 266.8
 CLNC DEL
 138.8

JULY 2007
 ANNUAL RATE OF CHANGE
 0.1° W

SE-1, 23 SEP 2010 to 21 OCT 2010



SE-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

WGS-84 DATUM

FORT CAMPBELL, KENTUCKY

CAMPBELL AAF (KHOP)

CAMPBELL AAF (FORT CAMPBELL) (HOP)(KHOP) A (AF) 2 NW UTC-6(-5DT)

N36°40.34' W87°29.55'

573 B TPA—See Remarks AOE Class I, ARFF Index A NOTAM FILE LOU Not insp.

RWY 05-23: H11826X200 (ASPH) PCN 120 F/A/W/T HIRL

RWY 05: Thld dsplcd 896'. RWY 23: SALS. Rgt tfc.

RWY 18-36: H4500X150 (ASPH) PCN 11 F/B/W/T

MILITARY SERVICE: IASU 3(M-32A-86) 3(AM32-95) 1(MC-2A) FUEL J8 OIL O-123-128-148-156 SP.

MILITARY REMARKS: See FLIP AP/1 Fit Hazard and Supplementary Arpt Remark. **RSTD** PPR civilian acft. **CAUTION** R3701 and small arms range 1000 yd dep end Rwy 23. Twy lgt between twy feeder to Rwy 05 and Rwy 36 are NSTD (white), do not confuse with rwy lgt. Deer hazard. Parachuting activities/exercises. **TFC PAT** TPA—Rotary wing 1300(727), fixed wing Category A, B 1600(1027), Category C, D, E, 2100(1527), overhead 2600(2027). **CSTMS/AG/IMG** Avbl 72 hr prior notice rqr military acft only, DSN 635-7146. **MISC** No fixed wing parking on freedom ramp. No hanger transient acft. Base OPS 24 hr DSN 635-7146/7147, C270-798-7146/47. 24 hr wx observation and forecast svc.

COMMUNICATIONS: SFA ATIS 125.175 308.4 PTD 130.65 142.9 230.1 (VIP arr ctc 30 min prior to ldg.)

Ⓡ APP CON 118.1 134.35X 269.525 307.025

TOWER 120.9 278.8 GND CON 121.8 266.8 CLNC DEL 138.8 DEP CON 118.1 269.525

EAGLE CON 139.9 (Opr 24 hour. Ctc prior to entry R3701, R3702—139.0 139.9 285.652.)

PMSV METRO 343.3. (Full svc during forecast hr. Poor reception from 200°-260° byd 55 NM.)

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

SCREAMING EAGLE (L) TACAN Chan 96 HXW (114.9) N36°40.54' W87°29.70' at fld. 572/1W. OTS indef.

AIRBE NDB (HW/LOM) 273 FK N36°44.22' W87°24.83' 227° 5.7 NM to fld. NOTAM FILE HOP.

ILS 111.9 I-FKP Rwy 23. LOM AIRBE NDB.

ASR/PAR Unavbl Sat-Sun 2300-0700Z†.

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

CAMPBELLSVILLE

TAYLOR CO (AAS) 2 NE UTC-5(-4DT) N37°21.50' W85°18.57'

921 B FUEL 100LL, JET A1+ NOTAM FILE LOU

RWY 05-23: H5003X75 (ASPH) S-30 MIRL 1.0% up NE

RWY 05: REIL. PAPI(P4L)—GA 3.50° TCH 39'. Road.

RWY 23: REIL. PAPI(P4L)—GA 3.25° TCH 37'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z†. For arpt attendant after hrs call 270-789-1951. For fuel call 270-403-4135 or 270-469-0133. Fuel avbl after hrs with credit card. MIRL Rwy 05-23 preset on low ints; to increase ints and ACTIVATE REIL Rws 05 and 23—CTAF.

WEATHER DATA SOURCES: AWOS-3 121.125 (270) 789-1985.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 121.175

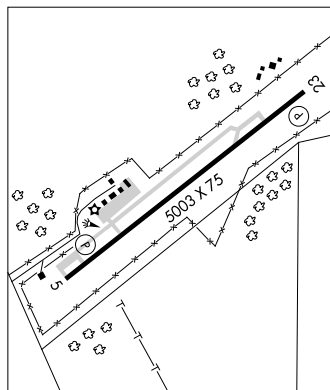
RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

NEW HOPE (L) VOR/DME 110.8 EWO Chan 45 N37°37.91'

W85°40.55' 132° 24 NM to fld. 960/01E.

NDB (MHW) 272 TYC N37°24.11' W85°14.62' 232° 4.1 NM to fld. NDB unmonitored 2200-1300Z†.

SDF 111.1 I-AAS Rwy 23. SDF unmonitored 2200-1300Z†.



CAPITAL CITY (See FRANKFORT)

CENTRAL CITY N37°22.95' W87°15.82' NOTAM FILE LOU.

(L) VORTAC 109.8 CCT Chan 35 257° 6.7 NM to Madisonville Muni. 450/01W.

RCO 122.1R 109.8T (LOUISVILLE RADIO)

CINCINNATI/NORTHERN KENTUCKY INTL (See COVINGTON)

COLUMBIA-ADAIR CO. (I96) 2 SW UTC-6(-5DT) N37°05.12' W85°20.83'

818 B FUEL 100LL NOTAM FILE LOU

RWY 08-26: H2600X60 (ASPH-AFSC) S-12 MIRL

RWY 08: Trees. RWY 26: SAVASI(S2L)—GA 4.0° TCH 31'. Trees.

AIRPORT REMARKS: Unattended. 24 hr credit card svc avbl for fuel. ACTIVATE MIRL Rwy 08-26 and SAVASI Rwy 26—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

ST LOUIS

H-6K, 9A, L-161

DIAP, AD

ST LOUIS

H-5E, 10F, L-26F

IAP

ST LOUIS

L-161

ST LOUIS

| | | |
|-------------------------------|------------------|---|
| LOC I-FKP 111.9 Chan 56 | APCH CRS 225° | Rwy Idg 11,800 TDZE 572 Arpt Elev 572 |
|-------------------------------|------------------|---|

AL-679 [USA]

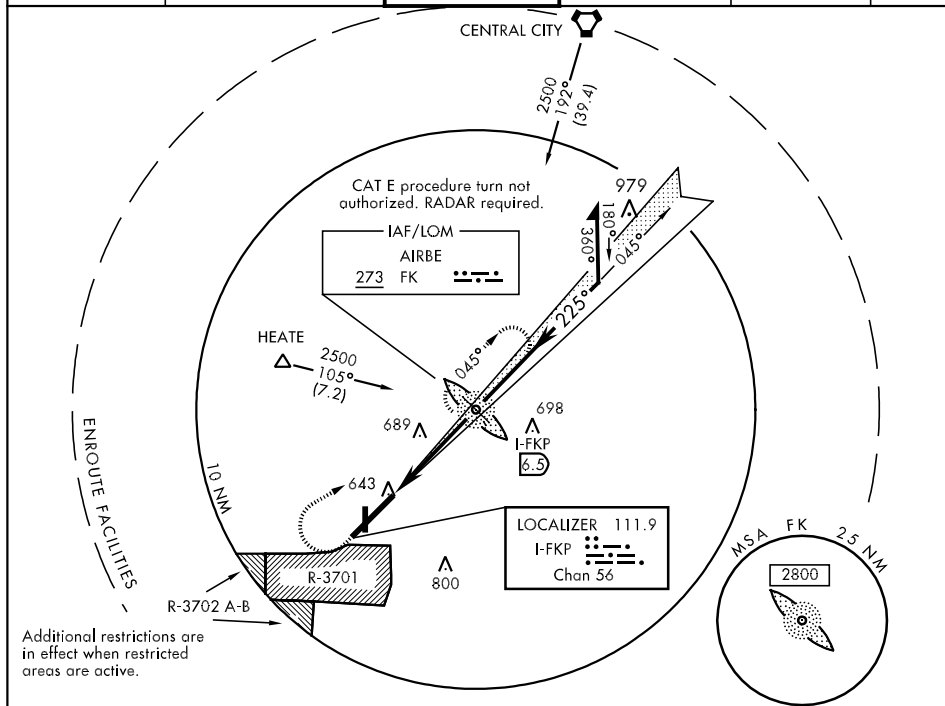
CAMPBELL AAF (KHOP)

▼ *When ALS inop, increase CAT E RVR to 60 and vis to 1¼ miles.
 **Circling not authorized SE Rwy 5-23.



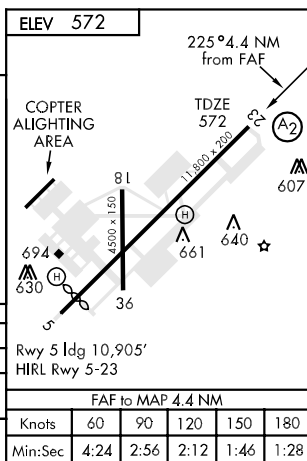
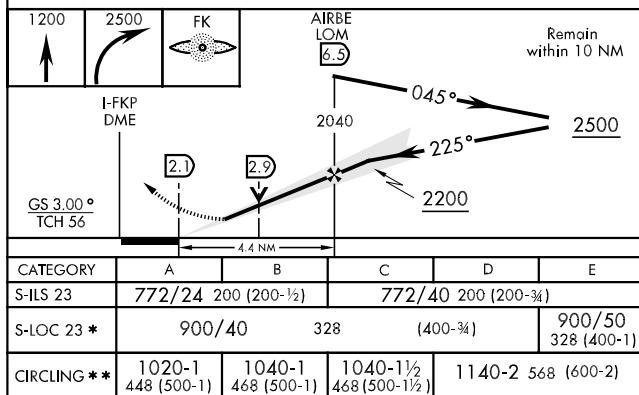
MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 direct to AIRBE LOM/I-FKP 6.5 DME and hold, continue climb in hold to 2500.

| | | | | | |
|-----------------------|-----------------------------------|-------------------------------|------------------------|-------------------|---------|
| ATIS 125.175 308.4 | CAMPBELL APP CON 118.1 269.525 | CAMPBELL TOWER 120.9 278.8 | GND CON 121.8 266.8 | CLNC DEL 138.8 | ASR/PAR |
|-----------------------|-----------------------------------|-------------------------------|------------------------|-------------------|---------|



Additional restrictions are in effect when restricted areas are active.

ADF or DME REQUIRED



| | | |
|----------------------|-------------------------|---|
| NDB FK 273 | APCH CRS 225° | Rwy Idg 11,800 TDZE 572 Arprt Elev 572 |
|----------------------|-------------------------|---|

AL-679 [USA]

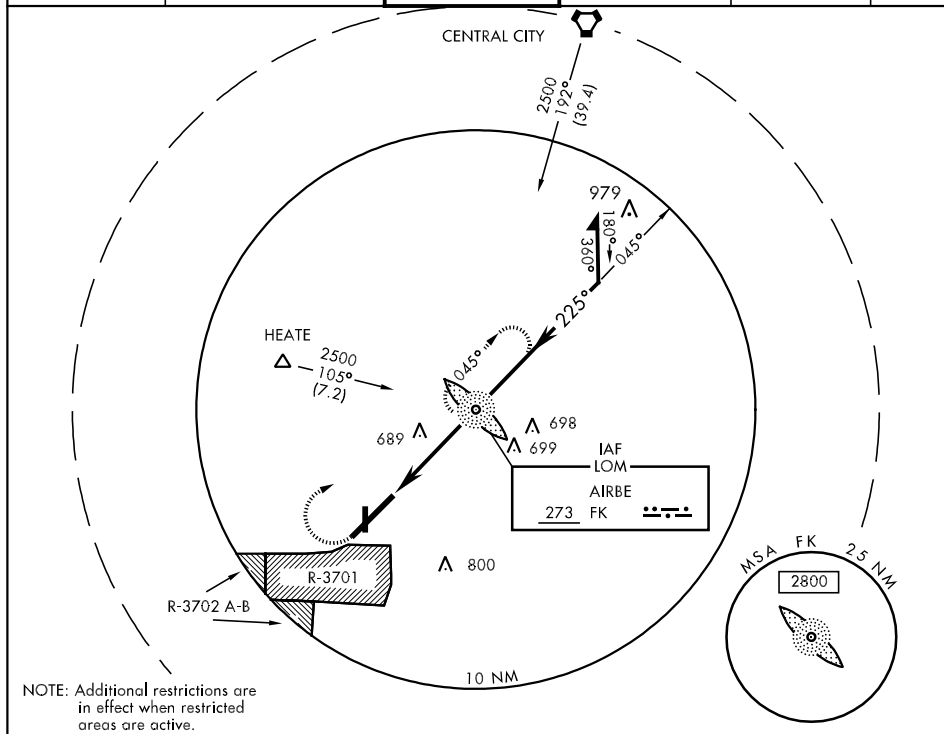
CAMPBELL AAF (KHOP)

▼ * Circling not authorized SE Rwy 5-23.

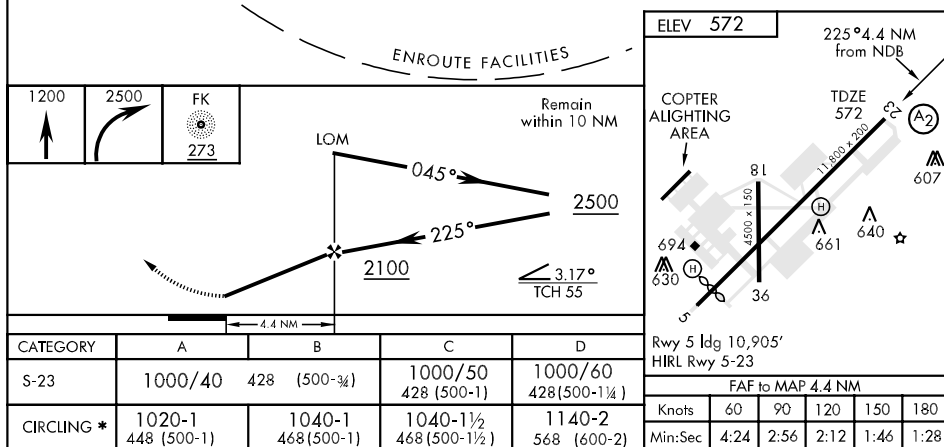


MISSED APPROACH: Climb to 1200, then climbing right turn to 2500 direct to FK LOM and hold.

| | | | | | |
|------------------------------|--|--------------------------------------|-------------------------------|--------------------------|---------|
| ATIS 125.175 308.4 | CAMPBELL APP CON 118.1 269.525 | CAMPBELL TOWER 120.9 278.8 | GND CON 121.8 266.8 | CLNC DEL 138.8 | ASR/PAR |
|------------------------------|--|--------------------------------------|-------------------------------|--------------------------|---------|



NOTE: Additional restrictions are in effect when restricted areas are active.



APCH CRS
180°

Rwy ldg
TDZE
Arpt Elev
562
572

AL-679 [USA]

CAMPBELL AAF (KHOP)

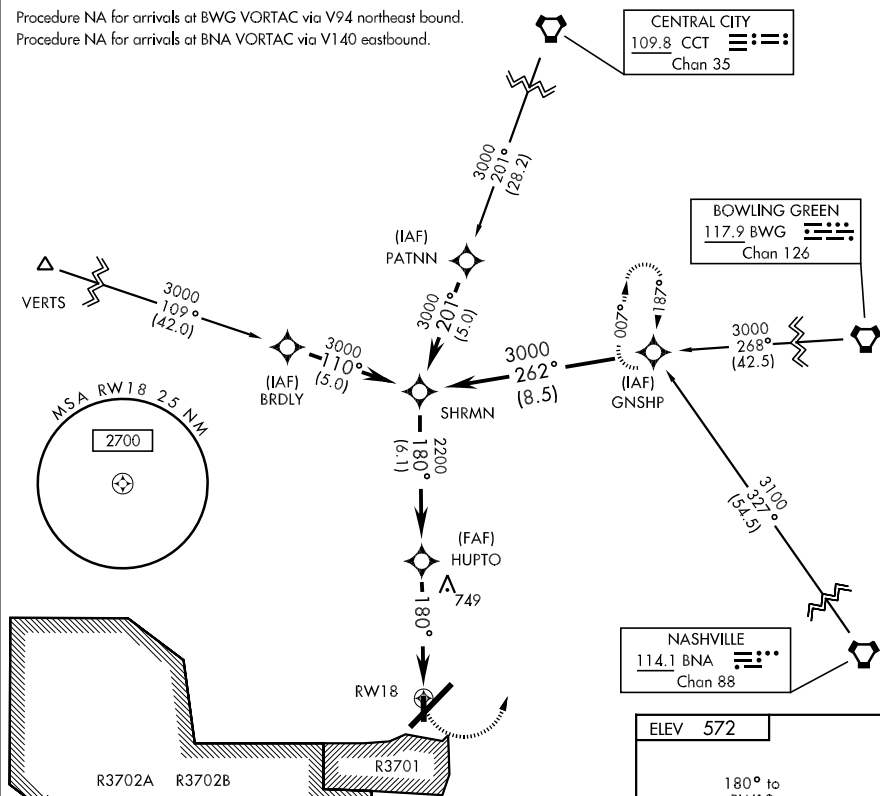


* Circling NA SE of RWY 5-23.
DME/DME RNP-0.3 NA.
Procedure NA at night.

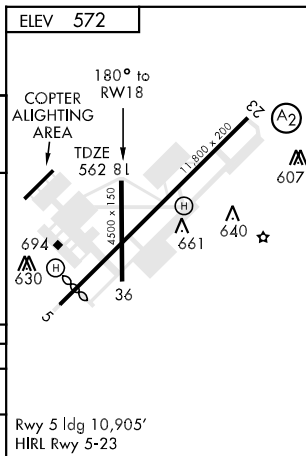
MISSED APPROACH: Climbing left turn to 3000
direct GNSHP and hold.

| ATIS | CAMPBELL APP CON | CAMPBELL TOWER | GND CON | CLNC DEL | ASR/ PAR |
|----------------------|----------------------|--------------------|--------------------|--------------|-------------|
| 125.175 308.4 | 118.1 269.525 | 120.9 278.8 | 121.8 266.8 | 138.8 | |

Procedure NA for arrivals at BWG VORTAC via V94 northeast bound.
Procedure NA for arrivals at BNA VORTAC via V140 eastbound.



| CATEGORY | A | B | C | D |
|------------|--------------------|----------------------------|----|----|
| LNNAV MDA | 1000-1 438 (500-1) | 1000-1 1/4 438 (500-1 1/4) | NA | NA |
| CIRCLING * | 1020-1 448 (500-1) | 1040-1 1/2 468 (500-1 1/2) | NA | NA |



WAAS
Chan **56203**
W23A

APCH CRS
225°

Rwy Idg **11,800'**
TDZE
Arpt Elev **572**

AL-679 [USA]

CAMPBELL AAF (KHOP)

▼ * When ALS inop, increase CAT DE RVR to 60 and vis to 1½ miles.
** When ALS inop, increase RVR to 60 and vis to 1½ miles.
*** Circling NA SE of Rwy 5-23.

SALS

A2

MISSED APPROACH: Climb to 3000 direct JANEL and right turn via 324° track to HALUX and right turn via 065° track to GNSHP and hold.

ATIS
125.175 308.4

CAMPBELL APP CON
118.1 269.525

CAMPBELL TOWER
120.9 278.8

GND CON
121.8 266.8

CLNC DEL
138.8

ASR/
PAR

DME/DME RNP-0.3 NA.

For uncompensated BARO-VNAV systems,
LNAV/VNAV NA below -16°C (4°F) or
above 47°C (116°F).

Procedure NA for
arrivals at GNSHP
via V7 northbound.

CENTRAL CITY
109.8 CCT
Chan 35

BOWLING GREEN
117.9 BWG
Chan 126

(IAF) ROTRR

Procedure NA for
arrivals at BWG
VORTAC via
V94 northeast bound.

Procedure NA for
arrivals at BNA
VORTAC via
V140 eastbound.

NASHVILLE
114.1 BNA
Chan 88

HALUX

RW23

672

MSA RW23 2.5 NM

2700

3000 JANEL tr 324°

† LNAV ONLY

HOOAH

CHNUK

3000

† 1.0 NM to RW23

RW23

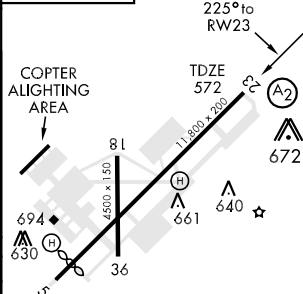
4.9 NM

GS 3.00°

TCH 55

| CATEGORY | A | B | C | D | E |
|-------------|-----------------------|-----------------------|-------------------------|--------------------|-------------|
| LPV DA | 822/40 | | 250 | (300-¾) | |
| LNAV/DA** | 922/50 | | 350 | (400-1) | |
| LNAV MDA* | 940/40 | | 368 (400-¾) | 940/50 368 (400-1) | |
| CIRCLING*** | 1020-1 448 (500-1) | 1040-1 468 (500-1) | 1040-1½ 468 (500-1½) | 1140-2 | 568 (600-2) |

ELEV 572



Rwy 5 Idg 10,905'
HRL Rwy 5-23

GLASGOW MUNI (GLW) 2 NW UTC-6(-5DT) N37°01.91' W85°57.23'

716 B S2 FUEL 100LL, JET A+ NOTAM FILE LOU

RWY 07-25: H5301X100 (ASPH) S-30 HIRL

RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 26'.

RWY 25: REIL. PAPI(P2L)—GA 3.25° TCH 29'. Thld dsplcd 301'. Road.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 07: TORA-5301 TODA-5301 ASDA-5000 LDA-5000

RWY 25: TORA-5301 TODA-5301 ASDA-5301 LDA-5000

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z†. For svc after hrs call 270-678-4400. Parachute Jumping. Rwy 25 NSTD location of dsplcd thld markings 40' from dsplcd thld lgts (lgts in correct position at 288' markings at 328'). HIRL Rwy 07-25 preset low ints, to increase ints and ACTIVATE REIL Rwy 07 and Rwy 25—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.525 (270) 678-5787.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **MEMPHIS CENTER APP/DEP CON** 132.1

RADIO AIDS TO NAVIGATION: NOTAM FILE BWG.

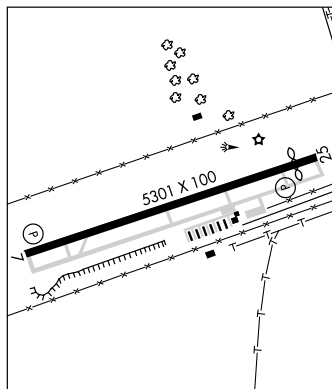
BOWLING GREEN (H) VORTACW 117.9 BWG Chan

126 N36°55.73' W86°26.61' 073° 24.3 NM to fld. 565/02E.

BEAVER CREEK NDB (MHW) 260 BVQ N37°01.05' W86°00.55'

074° 2.8 NM to fld. NOTAM FILE LOU.

SDF 108.5 GLW Rwy 07. SDF unmonitored 2200-1300Z†.



ST LOUIS

H-5E, 9A, L-16J

IAP

GODMAN AAF (FTK)(KFTK) A 1 W UTC-5(-4DT) N37°54.42' W85°58.32'

755 B NOTAM FILE FTK Not insp.

RWY 18-36: H5185X150 (ASPH) PCN 120 F/A/W/T HIRL

RWY 18: SALSF. PVASI(P SIL). RWY 36: ODALS. PVASI(P SIL).

RWY 15-33: H4853X75 (ASPH) PCN 120 F/A/W/T HIRL

RWY 15: REIL.

RWY 09-27: H4999X150 (PEM) PCN 10 F/A/W/T

RWY 05-23: H1900X90 (ASPH) PCN 12 F/A/W/T

MILITARY SERVICE: JASU 1(AGPU) FUEL J8 Avbl Mon-Sun 1100-0300Z† excluding Federal holidays. OIL O-156

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. Ctc twr prior to engine start. Restricted area 1 NM SE of airfield. Transient parking/RON aircrews must sign in with arpt ops before departure flight line. Transient acft parking on red ramp (south) unless alternate parking coordinated. C-130 and larger acft parking on concrete pad between A and B twys. Rwy 05-23 heliport VFR use only. **RSTD** Official Business Only, PPR, DSN 464-5545, C502-624-5545. Inbound acft Code 7 or abv ctc Base OPS 20 minutes prior to ldg. Rwy 05-23 for KHOP acft use only. **CAUTION** Do not overfly the Gold Depository located 1 NM south of apch end Rwy 36. **TFC PAT** West side of airfield. **MISC** Wx forecast 1200-0100Z†. Wx observation support 24 hrs a day. FMQ-19 Wx Sensor located near mid-field, all readings are taken from that point. No Runway Visual Range values carried. Ctc gnd prior to engine start. Wx forecast, observation, PMSV, briefings and support 24hr/day 7 days/week if mission dictates. Otherwise ctc Scott OWS DSN 576-9755/9702, C618-256-9755/9702
HTTPS://150WS.SCOTT.AF.MIL-FMQ-19 in use.

COMMUNICATIONS: CTAF 133.35 233.7 ATIS 109.6 (Mon-Fri 1100-0300Z†, Sat-Sun 1200-2000Z† excluding holidays.)

Ⓡ **LOUISVILLE APP/DEP CON** 123.675 132.07 327.0

TOWER 133.35 233.7 (Mon-Fri 1100-0300Z†, Sat-Sun 1200-2000Z† except hols. Other times ctc Godman Advisory svc on twr freq). **GND CON** 121.9 239.3 **PMSV METRO** 139.65 (Full svc during forecast hours.)

OPS 126.2 234.4 **AIR TO AIR** 237.5

AIRSPACE: CLASS D svc Mon-Fri 1100-0300Z†, Sat-Sun 1200-2000Z† except holidays other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE FTK.

FORT KNOX (T) VOR/DME 109.6 FTK Chan 33 N37°54.45' W85°58.37' at fld. 740/1W.

MYSTIC (L) VOR 108.2 MYS N37°53.64' W86°14.67' 087° 13.0 NM to fld. NOTAM FILE LOU.

NDB (MHW) 396 GOI N37°57.52' W85°58.60' 178° 3.1 NM to fld.

GOODALL N37°34.59' W84°45.84' NOTAM FILE LOU.

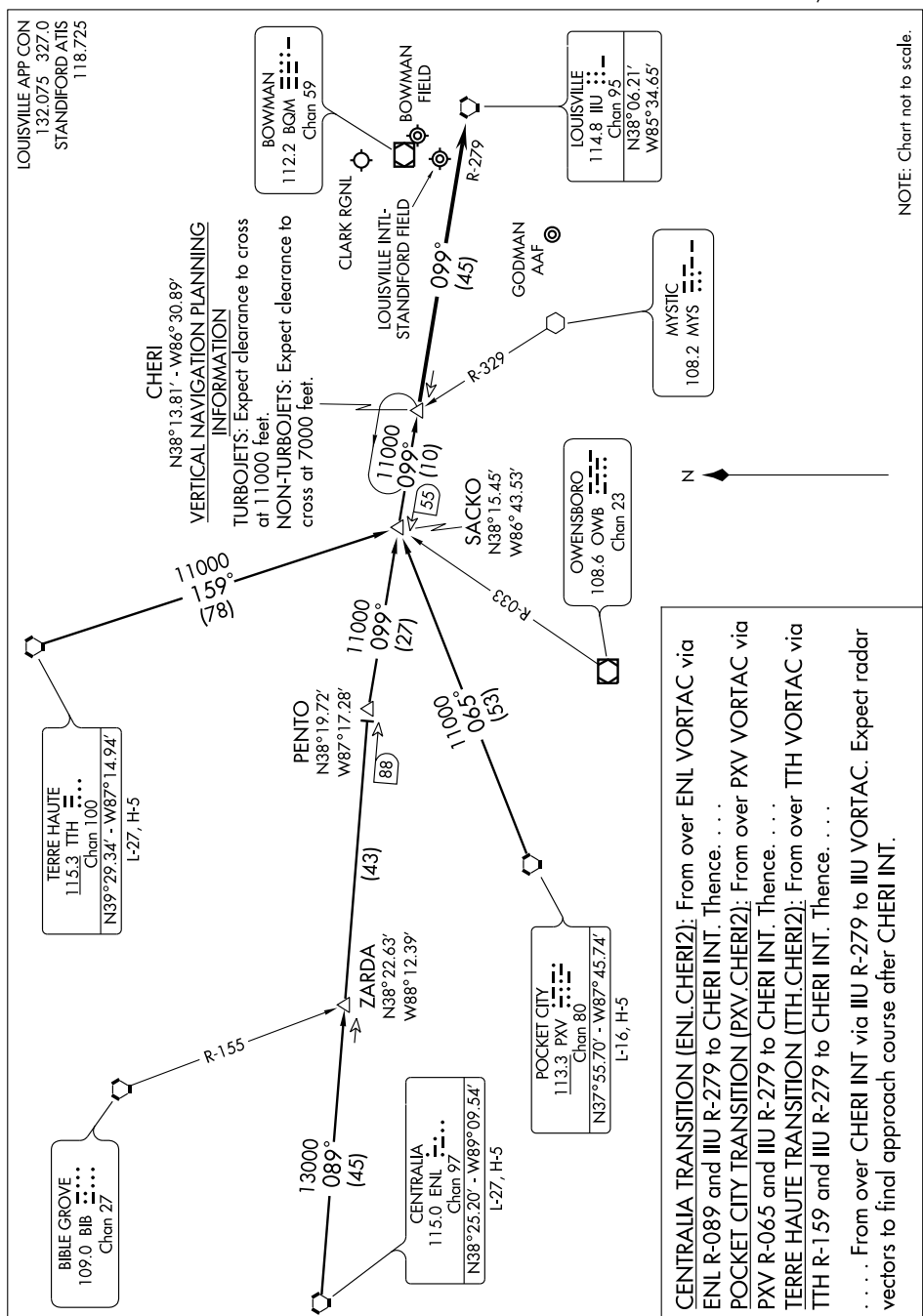
NDB (MHW) 311 DVK at Stuart Powell Fld.

CINCINNATI

L-26F

GRAYSON CO (See LEITCHFIELD)

SE-1, 23 SEP 2010 to 21 OCT 2010



| | | | | |
|-----------------------|-------------------------|---|--------------|-------------------|
| NDB GOI 396 | APCH CRS 177° | Rwy Idg TDZE Arpt Elev 4985 754 755 | AL-151 [USA] | GODMAN AAF (KFTK) |
|-----------------------|-------------------------|---|--------------|-------------------|

▼ *Circling not authorized E of Rwy 18-36.

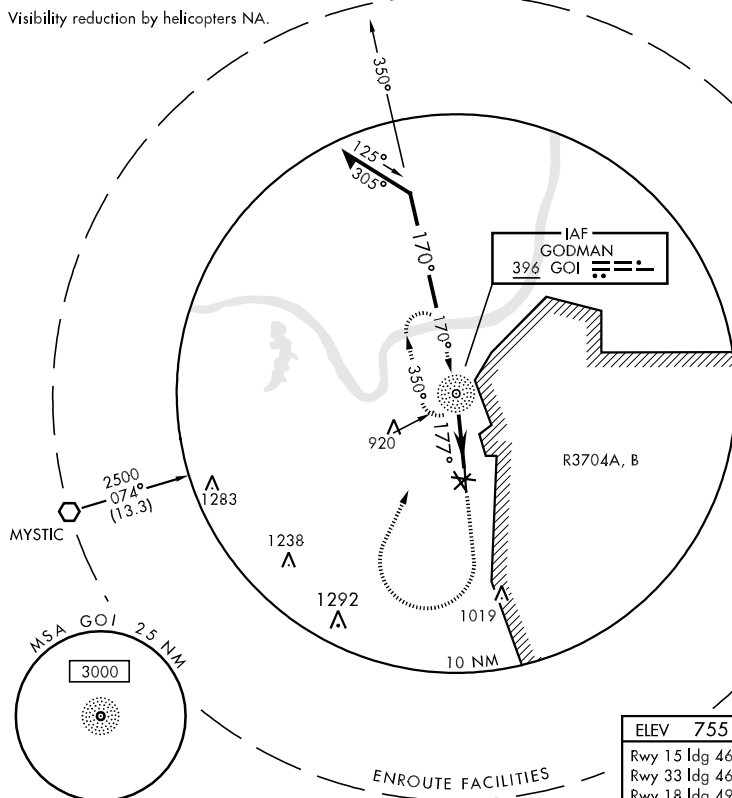
SALS



MISSED APPROACH: Climb to 1400, then climbing right turn to 2500 direct GOI NDB and hold.

| | | | |
|------------------------|--|---------------------------------------|-------------------------------|
| ATIS ★ 109.6 | LOUISVILLE APP CON 123.675 327.0 | GODMAN TOWER ★ 133.35 233.7 | GND CON 121.9 239.3 |
|------------------------|--|---------------------------------------|-------------------------------|

Visibility reduction by helicopters NA.



Remain
within 10 NM

NDB

1400

2500

GOI

VGSI and descent
angles not coincident.

2500

350°

170°

3.47°

TCH 55

1800

177°

2.7 NM

| CATEGORY | A | B | C | D |
|------------|--------------------|----------------------|----------------------|--------------------|
| S-18 | 1220-1 466 (500-1) | 1220-1¼ 466 (500-1¼) | 1220-1½ 466 (500-1½) | 1220-2 466 (500-2) |
| CIRCLING ★ | 1300-1 545 (600-1) | 1300-1½ 545 (600-1½) | 1320-2 545 (600-2) | 1320-2 565 (600-2) |

ELEV 755

Rwy 15 Idg 4653'

Rwy 33 Idg 4653'

Rwy 18 Idg 4985'

Rwy 36 Idg 4985'

177° 2.7 NM

from NDB

A2

TDZE

754

A 822

TWR

830

A 806

36

V2

HIRL Rwy 15-33, 18-36
REIL Rwy 15

FAF to MAP 2.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---------|------|------|------|------|------|
| Min:Sec | 2:42 | 1:48 | 1:21 | 1:05 | 0:54 |

| | | |
|---|-------------------------|--|
| VOR/DME FTK 109.6 Chan 33 | APCH CRS 144° | Rwy Idg 4653 TDZE 755 Arpt Elev 755 |
|---|-------------------------|--|

AL-151 [USA]

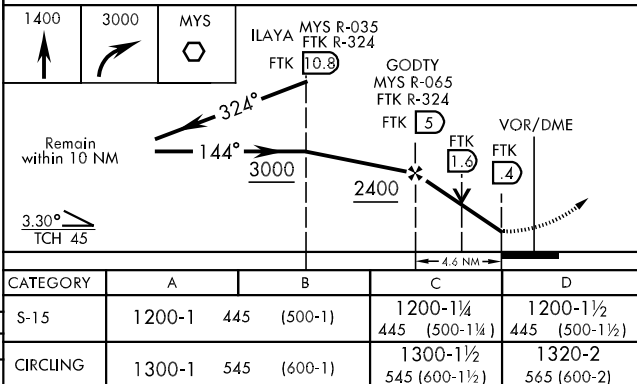
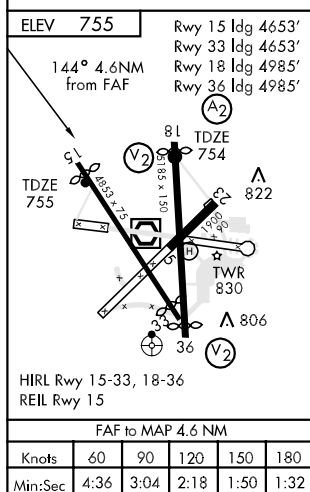
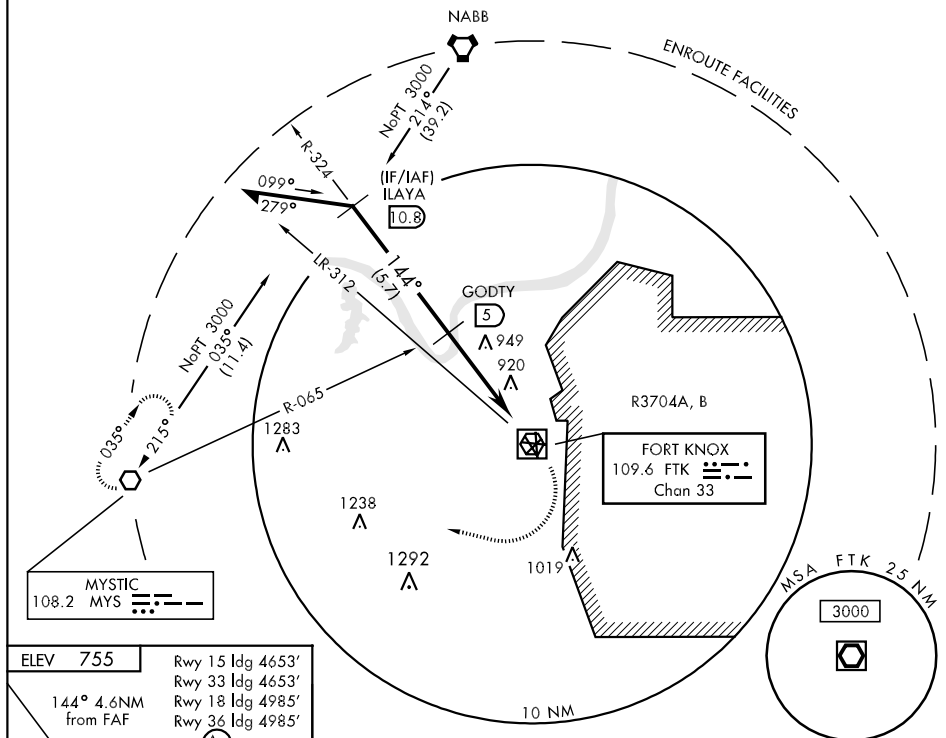
GODMAN AAF (KFTK)



MISSED APPROACH: Climb to 1400, then climbing right turn to 3000 direct MYS VOR and hold.

| | | | |
|------------------------|--|---------------------------------------|-------------------------------|
| ATIS ★ 109.6 | LOUISVILLE APP CON 123.675 327.0 | GODMAN TOWER ★ 133.35 233.7 | GND CON 121.9 239.3 |
|------------------------|--|---------------------------------------|-------------------------------|

CAUTION: Configure for final approach prior to intercepting FTK R-324.



| | | |
|-------------------------------|-------------------------|--|
| VOR/DME FTK Chan 33 | APCH CRS 186° | Rwy Idg 4985 TDZE 755 Arpt Elev 755 |
|-------------------------------|-------------------------|--|

AL-151 [USA]

GODMAN AAF (KFTK)



Visibility reduction by helicopters NA.

SALS

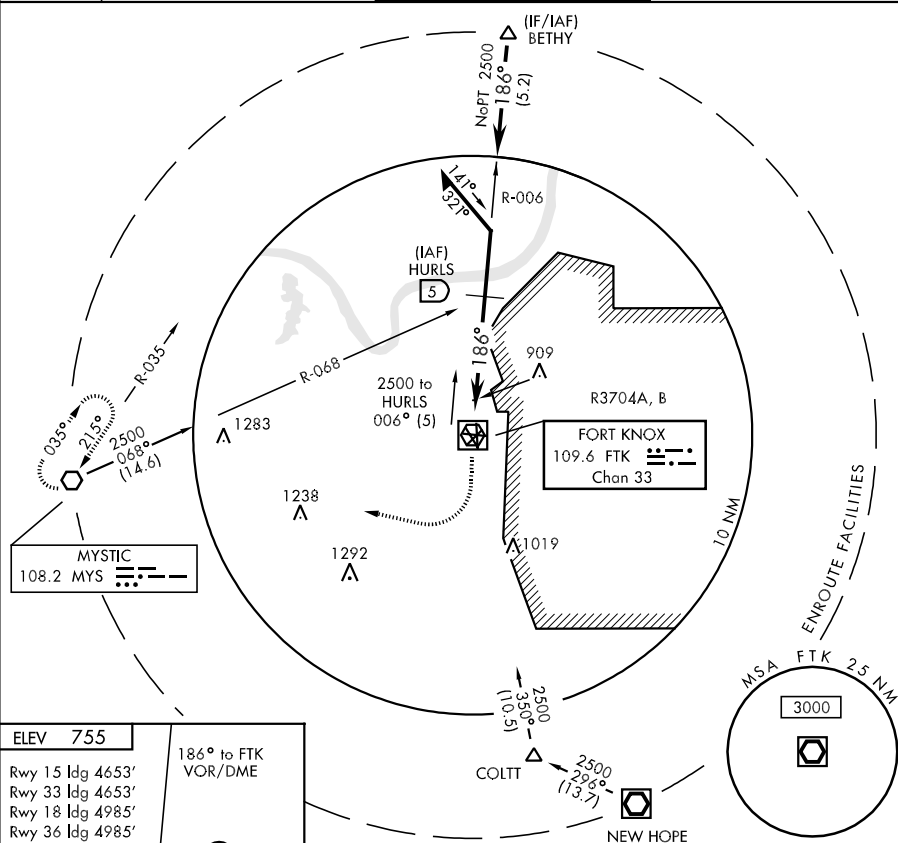


MISSED APPROACH: Climb to 1400, then climbing right turn to 3000 direct MYS VOR and hold.

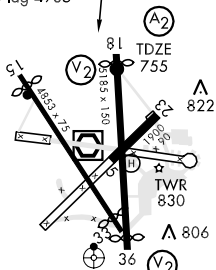
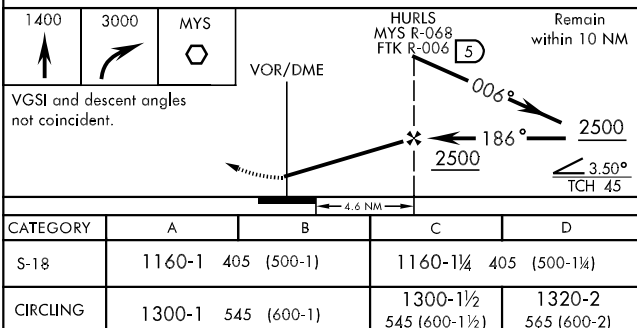
 ATIS ★
109.6

 LOUISVILLE APP CON
123.675 327.0

 GODMAN TOWER ★
133.35 233.7

 GND CON
121.9 239.3


ELEV 755

 Rwy 15 Idg 4653'
 Rwy 33 Idg 4653'
 Rwy 18 Idg 4985'
 Rwy 36 Idg 4985'
186° to FTK
VOR/DME
 HIRL Rwy 15-33, 18-36
 REIL Rwy 15


VOR/DME FTK
109.6
Chan 33

APCH CRS
349°

Rwy Idg 4985
TDZE 741
Arpt Elev 755

AL-151 [USA]

GODMAN AAF (KFTK)



Visibility reduction by helicopters NA.

* For inoperative ODALS, increase S-36 visibility CAT D ¼ mile.

ODALS



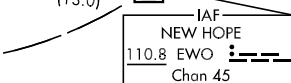
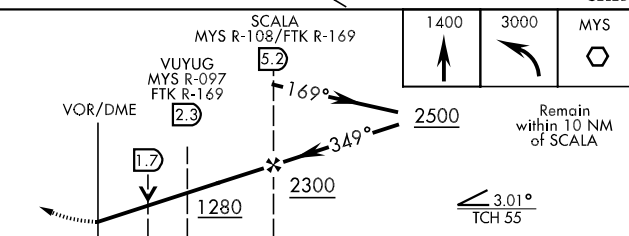
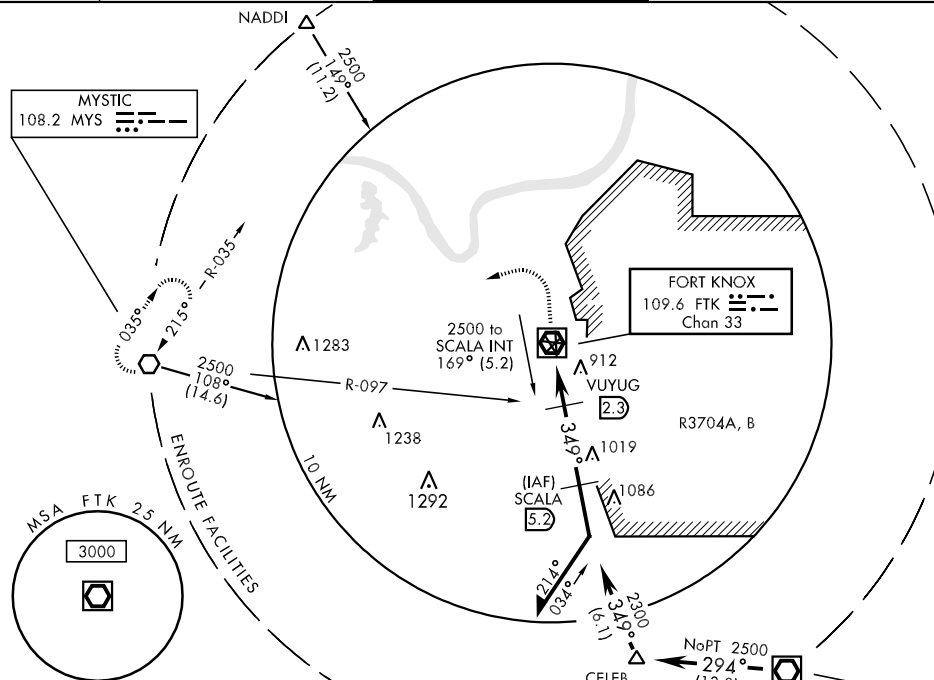
MISSED APPROACH: Climb to 1400, then climbing left turn to 3000 direct MYS VOR and hold.

ATIS ★
109.6

LOUISVILLE APP CON
123.675 327.0

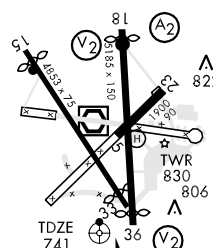
GODMAN TOWER ★
133.35 233.7

GND CON
121.9 239.3



Rwy 15 Idg 4653'
Rwy 33 Idg 4653'
Rwy 18 Idg 4985'
Rwy 36 Idg 4985'

| CATEGORY | A | B | C | D |
|---|--------------------|--------------------|----------------------|----------------------|
| S-36 * | 1280-¾ 539 (600-¾) | | 1280-1½ 539 (600-1½) | 1280-1¾ 539 (600-1¾) |
| CIRCLING | 1300-1 545 (600-1) | 1300-1 545 (600-1) | 1300-1½ 545 (600-1½) | 1320-2 565 (600-2) |
| VUYUG MINIMA (DUAL VOR RECEIVERS OR DME REQUIRED) | | | | |
| S-36 * | 1180-¾ 439 (500-¾) | | 1180-1¼ 439 (500-1) | 1180-1½ 439 (500-1½) |
| CIRCLING | 1300-1 545 (600-1) | | 1300-1½ 545 (600-½) | 1320-2 565 (600-2) |



FRANKFORT

CAPITAL CITY (FFT) 1 SW UTC-5(-4DT) N38°10.92' W84°54.37'

806 B S4 **FUEL** 100LL, JET A+ TPA—1802(996) NOTAM FILE FFT

RWY 06-24: H5905X100 (ASPH) S-44, D-51, 2D-82 MIRL 0.5% up SW

RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 31'. Trees.

RWY 24: REIL. PAPI(P4L)—GA 3.5° TCH 34'. Pole.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA-5500 TODA-5500 ASDA-5500 LDA-5500

RWY 24: TORA-5900 TODA-5900 ASDA-5900 LDA-5900

AIRPORT REMARKS: Attended 1100-0300Z. Deer and birds on and in/ovf arpt. Rwy 06 departures maintain rwy heading until 1000 AGL before making turn on course. P-line 742 ft from Rwy 24 end lgtd. ACTIVATE MIRL Rwy 06—24, PAPI Rwy 06 and Rwy 24, and REIL Rwy 06 and Rwy 24—CTAF.

WEATHER DATA SOURCES: ASOS 119.275 (502) 227-5087

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.1R 109.4T (LOUISVILLE RADIO)

® LEXINGTON APP/DEP CON 120.75 CLNC DEL 118.1

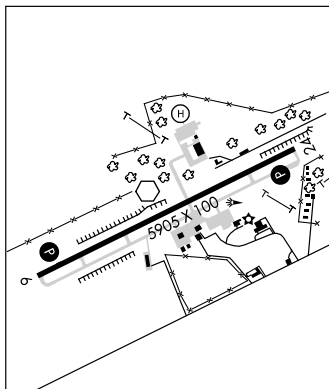
RADIO AIDS TO NAVIGATION: NOTAM FILE LEX.

LEXINGTON (L) VORTAC 112.6 HYK Chan 73 N37°57.98'

W84°28.35' 302° 24.3 NM to fld. 1039/00E.

FRANKFORT (T) VOR 109.4 FFT N38°10.95' W84°54.52' at
fld. VOR unusable 001°-104° byd 10 NM blo 6000', 105°-360°
blo 6.000'. NOTAM FILE LOU.

ILS/DME 109.95 I-FFT Chan 36(Y) Rwy 24. LOC only.



HELIPAD H1: H100X100 (CONC)

HELIPORT REMARKS: Uncontrolled military helicopter traffic N of Rwy 06-24. Daniel Boone Heliport located one-half NM North of Rwy 24 thld. Military helicopters use right base to Rwy 24.

FRANKFORT N38°10.95' W84°54.52' NOTAM FILE LOU.

(T) **VOR 109.4** FFT at Capital City. VOR unusable 001°–104° byd 10 NM blo 6000', 105°–360° blo 6000'.

RCQ 122.1R 109.4T (LOUISVILLE RADIO)

CINCINNATI

L-26F, 27E

FULTON (1M7) 2 NW UTC-6(-5DT) N36°31.55' W88°54.94'

400 B S2 FUEL 100LL NOTAM FILE LOU

RWY 09-27: H2700X60 (ASPH) S-12 MRL

RWY 09: REIL. VASI(V2L). Trees.

RWY 27: REIL. VASI(V2L). Road.

AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 09-27 and REIL Rwy 09 and 27—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

ST LOUIS

GENE SNYDER (See FALMOUTH)

| | | |
|---|------------------------|---|
| LOC/DME I-FFT <u>109.95</u> Chan 36 (Y) | APP CRS 247° | Rwy Idg 5900 TDZE 790 Apt Elev 806 |
|---|------------------------|---|

LOC RWY 24

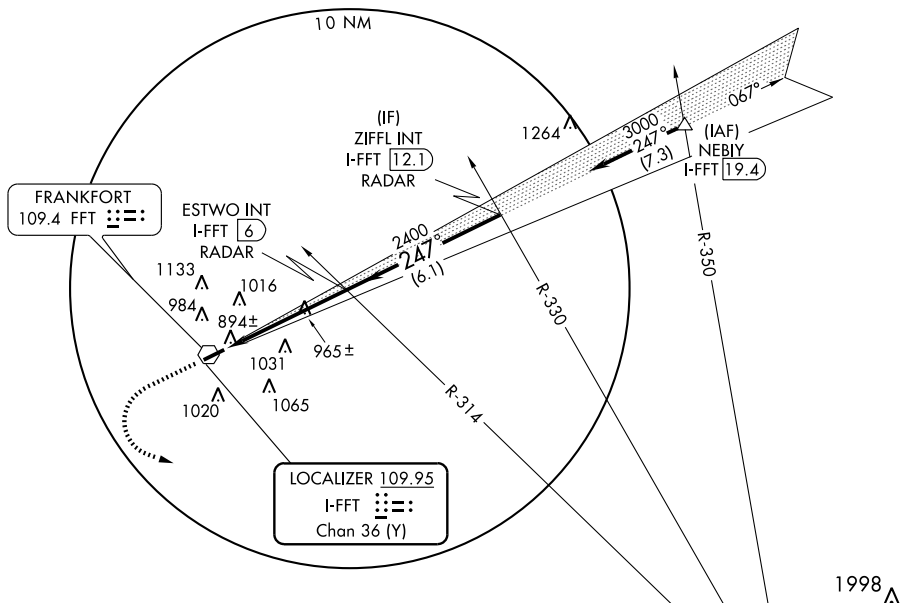
FRANKFORT/ CAPITAL CITY (FFT)

T Visibility reduction by helicopters NA. If local altimeter setting not received,
A NA use Lexington altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 3100 then left turn direct HYK VORTAC and hold.

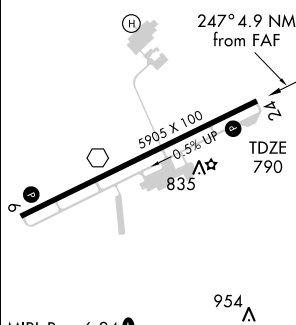
ASOS
119.275

LEXINGTON APP CON
120.75 298.9

CLNC DE
118.1UNICOM
122.8 (CTAF) 

ELEV 806

D



MIRL Rwy 6-24 **L**
REIL Rwy 6 and 24 **L**

FAF to MAP 4.9 NM

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

FRANKFORT, KENTUCKY

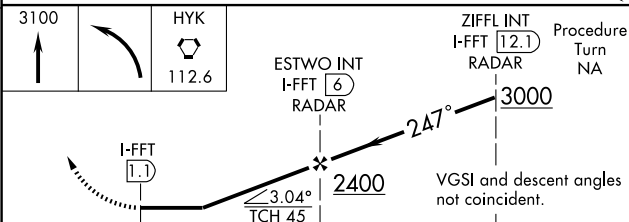
Amdt 2A 09239

MSA FFT 25 NM

3100

LEXINGTON
12.6 HYK 
Chan 73

Chan



| CATEGORY | 4.7 NM | | 6.1 NM | |
|----------|-----------------------|-----------------------|-------------------------|-------------------------|
| | A | B | C | D |
| S-24 | 1280-1 | 490 (500-1) | 1280-1¼ 490 (500-1¼) | 1280-1½ 490 (500-1½) |
| CIRCLING | 1280-1 474 (500-1) | 1340-1 534 (600-1) | 1380-1½ 574 (600-1½) | 1420-2 614 (700-2) |

FRANKFORT/ CAPITAL CITY (FFT)

LOC RWY 24

SE-1, 23 SEP 2010 to 21 OCT 2010

SE-1. 23 SEP 2010 to 21 OCT 2010

38°11'N-84°54'W

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 5500 |
| 067° | TDZE | 806 |
| | Apt Elev | 806 |

RNAV (GPS) RWY 6

FRANKFORT/CAPITAL CITY (FFT)

T DME/DME RNP-0.3 NA.
 Visibility reduction by helicopters NA.
A If local altimeter setting not received, use Lexington altimeter setting and increase all MDAs 80 feet.

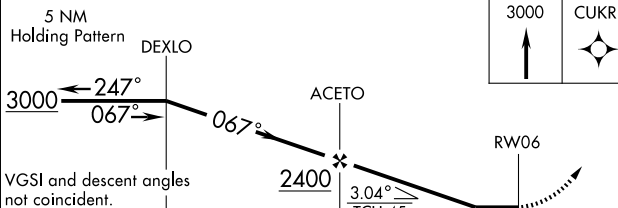
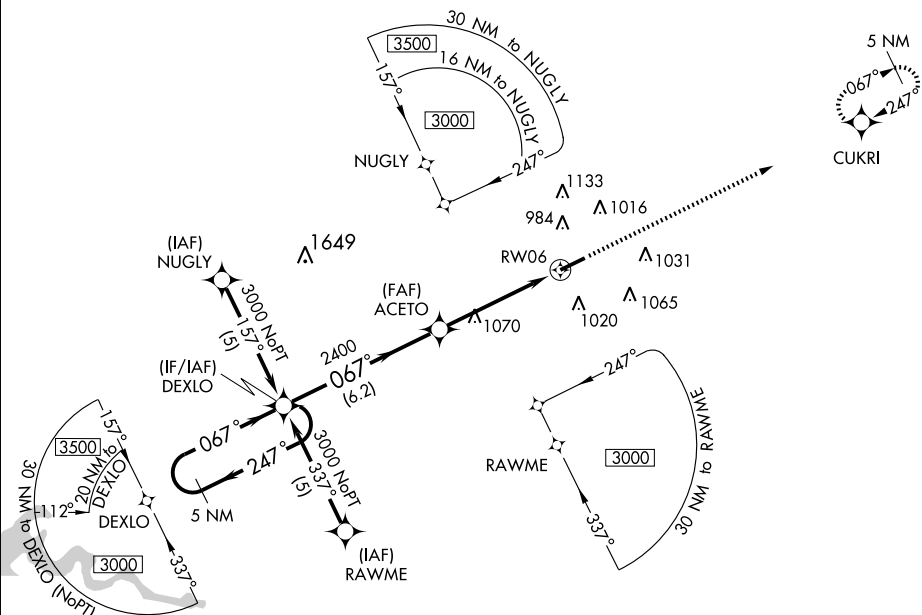
MISSED APPROACH: Climb to 3000 direct CUKRI and hold.

ASOS
119.275

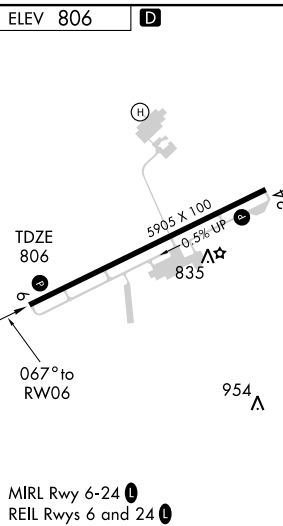
LEXINGTON APP CON
120.75 298.9

CLNC DEL
118.1

UNICOM
122.8 (CTAF) 0



| CATEGORY | A | B | C | D |
|-----------|-----------------------|-----------------------|-------------------------|-------------------------|
| LNNAV MDA | 1320-1 514 (600-1) | 514 (600-1) | 1320-1½ 514 (600-1½) | 1320-1¾ 514 (600-1¾) |
| CIRCLING | 1320-1 514 (600-1) | 1340-1 534 (600-1) | 1380-1½ 574 (600-1½) | 1420-2 614 (700-2) |



| | | |
|-------------|----------|-------------|
| APP CRS | Rwy ldg | 5900 |
| 247° | TDZE | 790 |
| | Apt Elev | 806 |

RNAV (GPS) RWY 24

FRANKFORT/ CAPITAL CITY (FFT)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Lexington altimeter setting and increase all MDAs 80 feet.

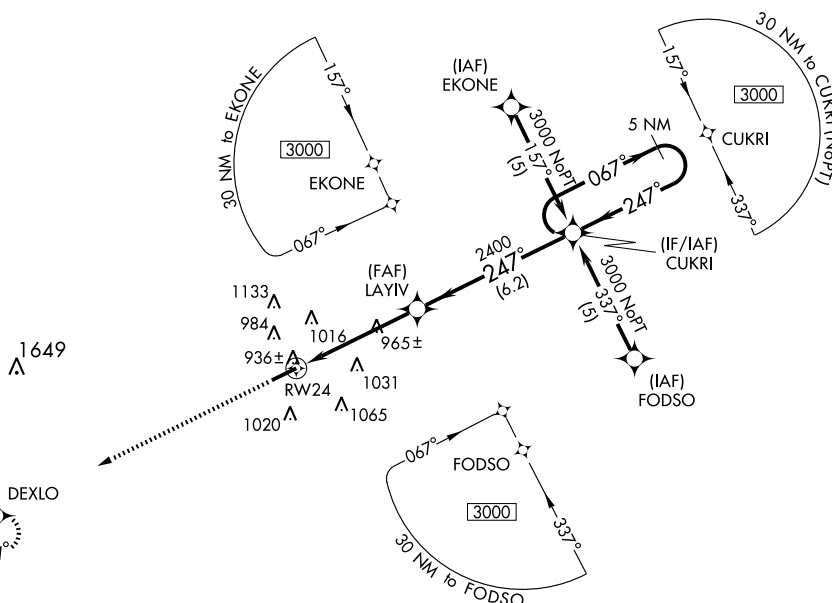
MISSED APPROACH: Climb to 3000
direct DEXLO and hold.

ASOS
119.275

LEXINGTON APP CON
120.75 298.9

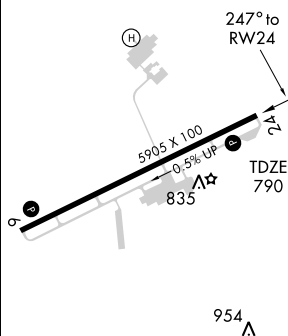
CLNC DEL
118.1

UNICOM
122.8 (CTAF) ①



ELEV 806

D



MIRL Rwy 6-24 ①

REIL Rwy 6 and 24 ①

| | | | | | | | | |
|----------|-----------------------|--|-----------------------|--|-------------------------|--|-------------------------|--|
| | 3000 | | DEXLO | | CUKRI | | 5 NM Holding Pattern | |
| | ↑ | | ✧ | | 247° | | 3000 | |
| | RWY 24 | | LAYIV | | 2400 | | 247° | |
| | ≤ 3.08° | | TCH 45 | | 4.9 NM | | 6.2 NM | |
| CATEGORY | A | | B | | C | | D | |
| LNAV MDA | 1280-1 | | 490 (500-1) | | 1280-1¼ 490 (500-1¼) | | 1280-1½ 490 (500-1½) | |
| CIRCLING | 1280-1 474 (500-1) | | 1340-1 534 (600-1) | | 1380-1½ 574 (600-1½) | | 1420-2 614 (700-2) | |

FRANKFORT, KENTUCKY

Amdt 1A 09239

38° 11' N-84° 54' W

FRANKFORT/ CAPITAL CITY (FFT)

RNAV (GPS) RWY 24

| | | | |
|-------------------------|------------------------|-----------------------------|---|
| VOR FFT 109.4 | APP CRS 251° | Rwy Idg TDZE Apt Elev | 5900 785 803 |
|-------------------------|------------------------|-----------------------------|---|

VOR RWY 24

FRANKFORT/ CAPITAL CITY (FFT)



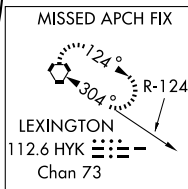
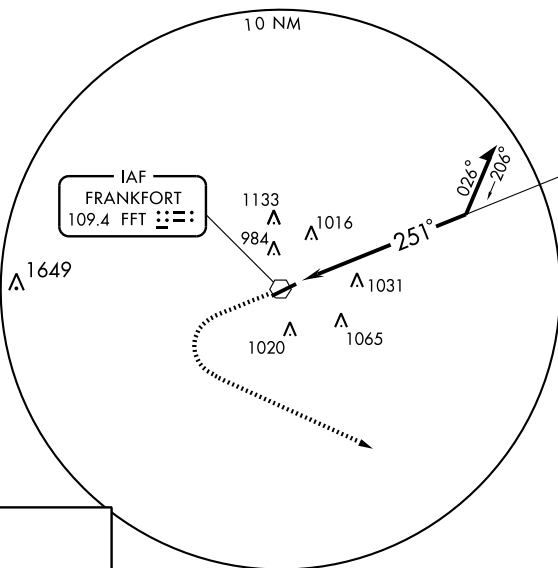
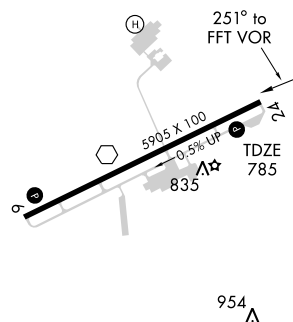
MISSED APPROACH: Climb to 3000 then
left turn direct HYK VORTAC and hold.

ASOS
119.275

LEXINGTON APP CON
120.75 298.9

CLNC DEL
118.1

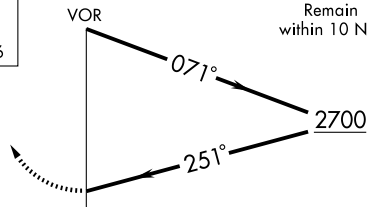
UNICOM
122.8 (CTAF) **0**

ELEV 803 **D**

HYK
112.6

VOR

Remain
within 10 NM



MIRL Rwy 6-24 **0**
REIL Rwy 6 and 24 **0**

| CATEGORY | A | B | C | D |
|----------|--------------------|---|-------------------------|-----------------------|
| S-24 | 1440-1 655 (700-1) | | 1440-1¾ 655 (700-1¾) | 1440-2 655 (700-2) |
| CIRCLING | 1440-1 637 (700-1) | | 1440-1¾ 637 (700-1¾) | 1440-2 637 (700-2) |

FRANKFORT, KENTUCKY

Amdt 2B 09239

FRANKFORT/ CAPITAL CITY (FFT)

38° 11' N-84° 54' W

VOR RWY 24

GEORGETOWN SCOTT CO—MARSHALL FLD (27K) 6 E UTC-5(-4DT) N38°14.07' W84°26.08' CINCINNATI

947 B FUEL 100LL, JET A+ NOTAM FILE LOU

RWY 03-21: H5498X100 (ASPH) S-30 HIRL 0.3% up NE

H-106, L-26F, 27E
IAP

RWY 03: REIL. PAPI(P4L)—GA 3.0° TCH 34'.

RWY 21: REIL. PAPI(P4L)—GA 3.0° TCH 30'.

AIRPORT REMARKS: Attended Mon-Fri 1300-0000Z†, Sat

1300-2300Z†, Sun 1400-2200Z†. Rwy 03-21 SW 1500' unlgtd.

For fuel after hrs call 859-608-8858 or 859-699-7639. Fee charged. ACTIVATE HIRL Rwy 03-21; PAPI Rwy 03 and Rwy 21 REIL Rwy 03 and Rwy 21 and lgtd wind sock—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.975 (502) 867-1564.

COMMUNICATIONS: CTAF/UNICOM 123.0

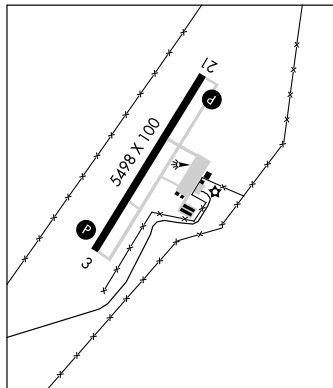
⑧ LEXINGTON APP/DEP COM 120.75 (221°-039°) 120.15 (040°-220°)

CLNC DEL 127.425

RADIO AIDS TO NAVIGATION: NOTAM FILE LEX.

LEXINGTON (L) VORTAC 112.6 HYK Chan 73

N37°57.98' W84°28.35' 006° 16.2 NM to fld. 1039/00E.

**GILBERTSVILLE****GILBERTSVILLE DAM STATE PARK** (M34) 1 NW UTC-6(-5DT) N37°00.58' W88°17.96'ST LOUIS
L-161

349 B NOTAM FILE LOU

RWY 09-27: H4000X100 (ASPH) S-12.5 MIRL

RWY 09: REIL. PAPI(P4L)—GA 4.0° TCH 21'. Trees.

RWY 27: REIL. PAPI(P4L)—GA 4.0° TCH 21'. Trees.

AIRPORT REMARKS: Unattended. Deer and large flocks of geese on and invof arpt. MIRL Rwy 09-27 preset med ints; to increase ints and ACTIVATE REIL Rwy 09-27—CTAF.

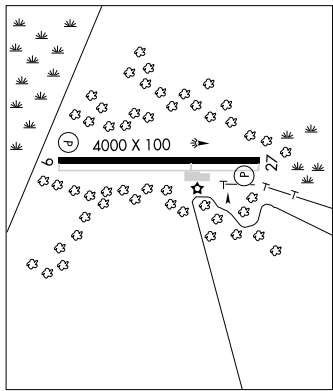
WEATHER DATA SOURCES: AWOS-3 119.075 (270) 362-9685. OTS indef.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE PAH.

CUNNINGHAM (L) VORTACW 113.1 CNG Chan 78 N37°00.52'

W88°50.22' 087° 25.8 NM to fld. 480/03E.



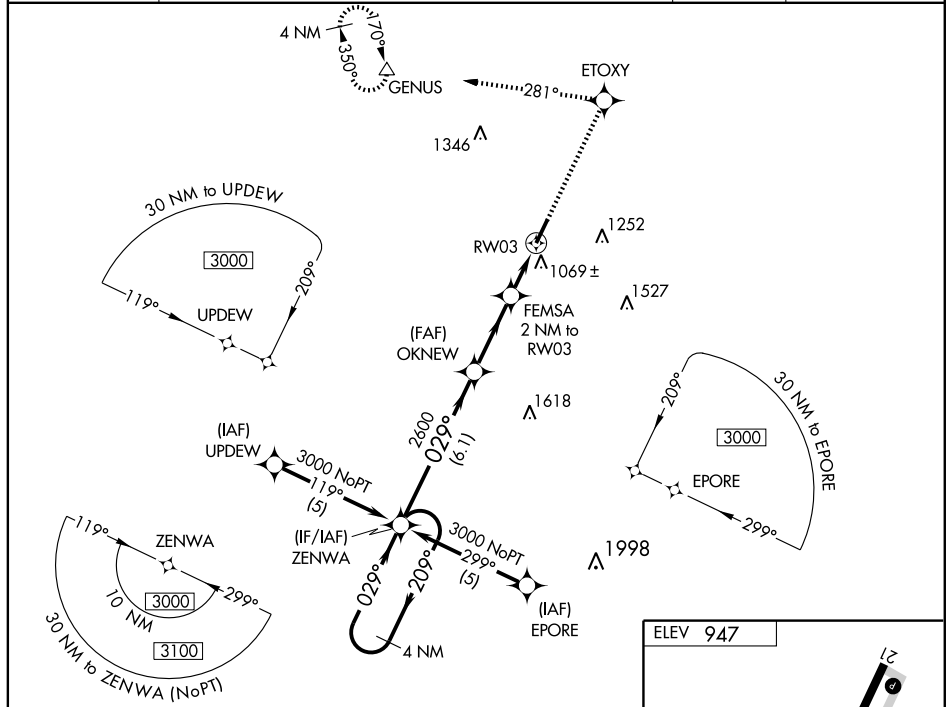
| | | | |
|--|------------------------|---|---------------------------|
| WAAS CH 56309 W03A | APP CRS 029° | Rwy ldg TDZE 940 Apt Elev 947 | 5498 947 |
|--|------------------------|---|---------------------------|

RNAV (GPS) RWY 3

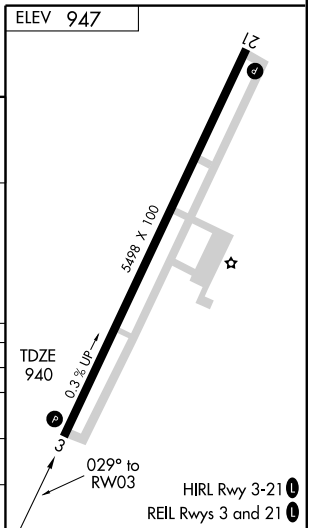
GEORGETOWN SCOTT COUNTY-MARSHALL FIELD (27K)

| | |
|--|--|
| <p>⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1178, LNAV/VNAV DA to 1413, and all MDA 40 feet; increase LPV and LNAV/VNAV visibility all Cats and LNAV Cat C and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Lexington altimeter setting.</p> | <p>MISSED APPROACH: Climb to 3000 direct ETOXY and left turn on track 281° to GENUS and hold.</p> |
|--|--|

| | | | |
|--------------------------|---|----------------------------|---------------------------------|
| AWOS-3 119.975 | LEXINGTON APP CON 120.15 259.3 (040° - 220°) 120.75 298.9 (221° - 039°) | CLNC DEL 127.425 | UNICOM 123.0 (CTAF) 0 |
|--------------------------|---|----------------------------|---------------------------------|



| | | | | |
|----------------------|--------|-------------|-------------------------|-------------------------|
| 4 NM Holding Pattern | ZENWA | 3000 | ETOXY | GENUS |
| 3000 | 209° | 029° | tr 281° | * LNAV only |
| GS 3.00° TCH 34 | 2600 | 1600* | 1.1 NM to RWY 3 | |
| | 6.1 NM | 3.1 NM | 0.9 | 1.1 |
| CATEGORY | A | B | C | D |
| LPV DA | | 1140-¾ | 200 (200-¾) | |
| LNAV/VNAV DA | | 1375-1½ | 435 (500-1½) | |
| LNAV MDA | | 1320-1 | 380 (400-1) | 1320-1¼ 380 (400-1¼) |
| CIRCLING | 1420-1 | 473 (500-1) | 1420-1½ 473 (500-1½) | 1580-2 633 (700-2) |



APP CRS
209°

Rwy Idg **5498**
TDZE **947**
Apt Elev **947**

RNAV (GPS) Y RWY 21

GEORGETOWN SCOTT COUNTY-MARSHALL FIELD (27K)

V DME/DME RNP-0.3 NA. VDP NA with Lexington altimeter setting.
NA When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 40 feet; increase LNAV and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct GENUS and hold.

AWOS-3

119.975

LEXINGTON APP CON

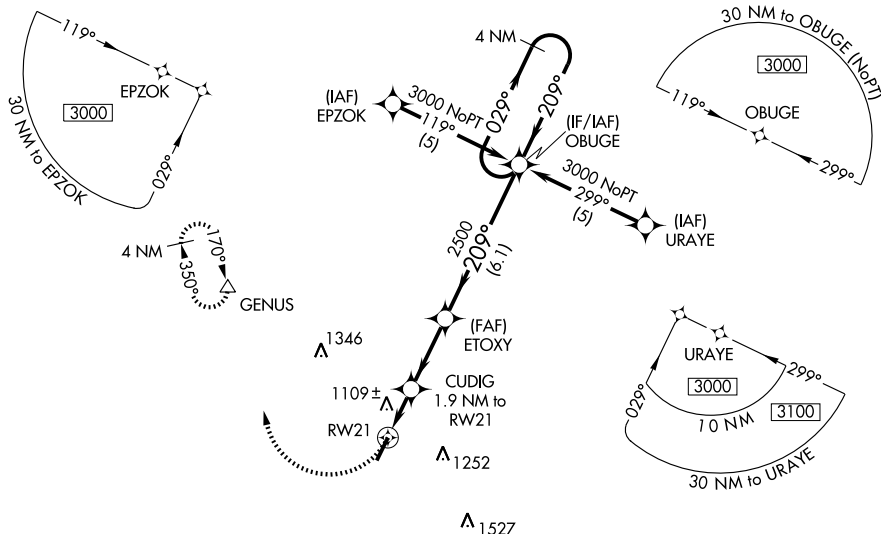
120.15 259.3 (040° - 220°) 120.75 298.9 (221° - 039°)

CLNC DEL

127.425

UNICOM

123.0 (CTAF) 0

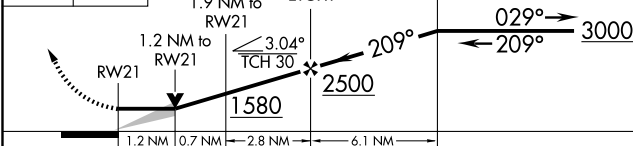
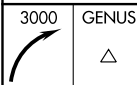


ELEV 947

209° to RWY 21

TDZE 947

HIRL Rwy 3-21 0
REIL Rwy 3 and 21 0



| CATEGORY | A | B | C | D |
|----------|--------|-------------|--------------|--------------|
| LNAV MDA | 1360-1 | 413 (500-1) | 1360-1½ | 413 (500-1½) |
| CIRCLING | 1420-1 | 473 (500-1) | 1420-1½ | 1580-2 |
| | | | 473 (500-1½) | 633 (700-2) |

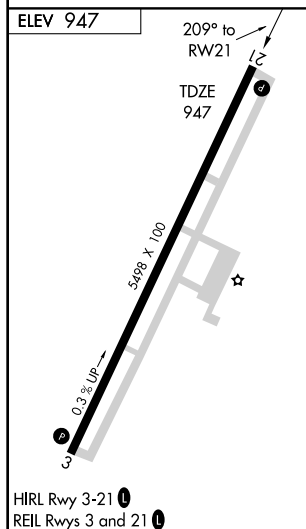
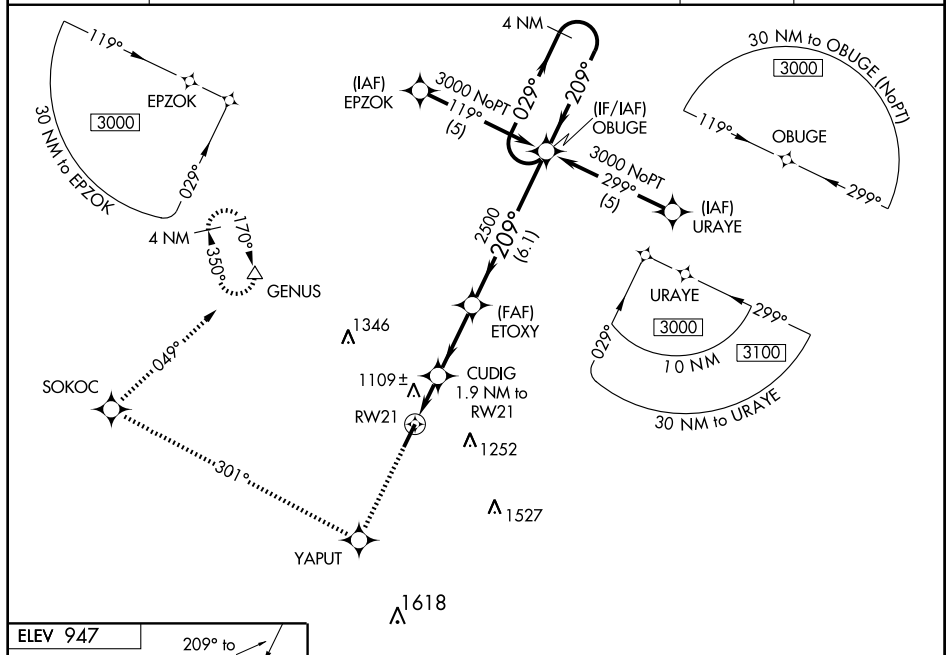
| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 48909 W21A | APP CRS 209° | Rwy Idg TDZE Apt Elev | 5498 947 947 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) Z RWY 21

GEORGETOWN SCOTT COUNTY-MARSHALL FIELD (27K)

| | |
|--|--|
| <p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 46° C (114° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1185, LNAV/VNAV DA to 1459, and all MDA 40 feet; increase LPV all Cats and LNAV Cat D and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA with Lexington altimeter setting.</p> | <p>MISSED APPROACH: Climb to 3000 direct YAPUT and right turn on track 301° to SOKOC and right turn on track 049° to GENUS and hold.</p> |
|--|--|

| | | | |
|--------------------------|---|----------------------------|-------------------------------|
| AWOS-3 119.975 | LEXINGTON APP CON 120.15 259.3 (040° - 220°) 120.75 298.9 (221° - 039°) | CLNC DEL 127.425 | UNICOM 123.0 (CTAF) |
|--------------------------|---|----------------------------|-------------------------------|



| | | | | |
|--|--------------------------|-------|---|----------------------|
| 3000 | YAPUT | SOKOC | GENUS | 4 NM Holding Pattern |
| ↑ | ✧ | ✧ | ✧ | |
| | tk 301° | | tr 049° | |
| * LNAV only | | | | |
| <p>CUDIG 1.9 NM to RWY 21</p> <p>ETOXY 2500</p> <p>OBUGE</p> <p>209° 029° 3000</p> <p>209° 2500</p> <p>GS 3.00° TCH 30</p> | | | | |
| <p>1.2 NM 0.7 NM 2.8 NM 6.1 NM</p> | | | | |
| CATEGORY | A | B | C | D |
| LPV DA | 1147-3/4 200 (200-3/4) | | | |
| LNAV/VNAV DA | 1421-13/4 474 (500-13/4) | | | |
| LNAV MDA | 1360-1 413 (500-1) | | 1360-1 1/4 413 (500-1 1/4) | |
| CIRCLING | 1420-1 473 (500-1) | | 1420-1 1/2 473 (500-1 1/2) 1580-2 633 (700-2) | |

VORTAC HYK
112.6
 Chan **73**

APP CRS
006°

Rwy Idg **5498**
 TDZE **940**
 Apt Elev **947**

VOR/DME RWY 3

GEORGETOWN SCOTT COUNTY-MARSHALL FIELD (27K)

Visibility reduction by helicopters NA.
 When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 40 feet; increase circling Cat D visibility ¼ mile.

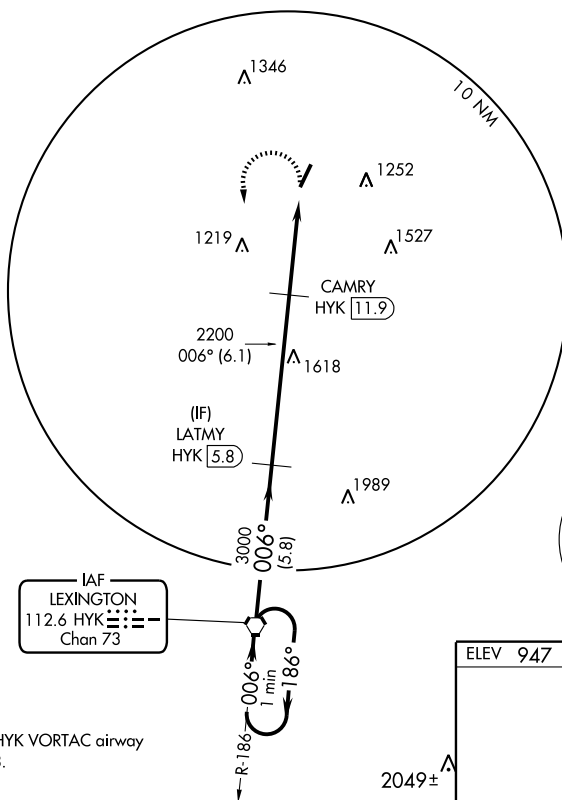
MISSED APPROACH: Climbing
 left turn to 3000 direct HYK
 VORTAC and hold.

AWOS-3
119.975

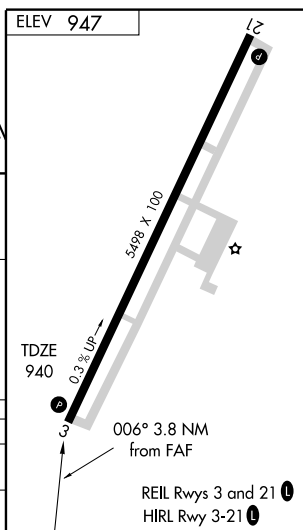
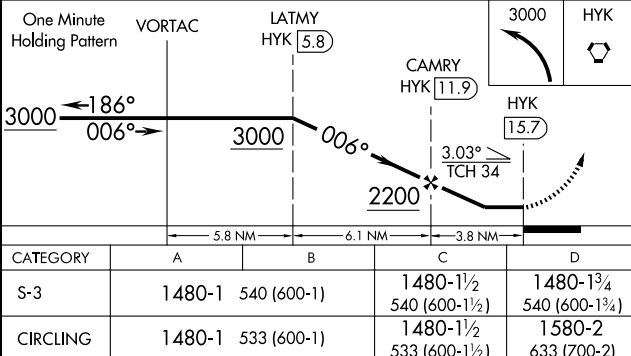
LEXINGTON APP CON
120.15 259.3 (040°-220°) **120.75 298.9** (221°-039°)

CLNC DEL
127.425

UNICOM
123.0 (CTAF) **0**



NoPT for arrival on HYK VORTAC airway
 radials 081 CW 303.



GLASGOW MUNI (GLW) 2 NW UTC-6(-5DT) N37°01.91' W85°57.23'

716 B S2 FUEL 100LL, JET A+ NOTAM FILE LOU

RWY 07-25: H5301X100 (ASPH) S-30 HIRL

RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 26'.

RWY 25: REIL. PAPI(P2L)—GA 3.25° TCH 29'. Thld dsplcd 301'. Road.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 07: TORA-5301 TODA-5301 ASDA-5000 LDA-5000

RWY 25: TORA-5301 TODA-5301 ASDA-5301 LDA-5000

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z†. For svc after hrs call 270-678-4400. Parachute Jumping. Rwy 25 NSTD location of dsplcd thld markings 40' from dsplcd thld lgts (lgts in correct position at 288' markings at 328'). HIRL Rwy 07-25 preset low ints, to increase ints and ACTIVATE REIL Rwy 07 and Rwy 25—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.525 (270) 678-5787.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **MEMPHIS CENTER APP/DEP CON** 132.1

RADIO AIDS TO NAVIGATION: NOTAM FILE BWG.

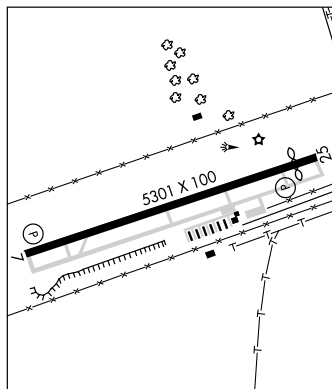
BOWLING GREEN (H) VORTACW 117.9 BWG Chan

126 N36°55.73' W86°26.61' 073° 24.3 NM to fld. 565/02E.

BEAVER CREEK NDB (MHW) 260 BVQ N37°01.05' W86°00.55'

074° 2.8 NM to fld. NOTAM FILE LOU.

SDF 108.5 GLW Rwy 07. SDF unmonitored 2200-1300Z†.



ST LOUIS

H-5E, 9A, L-16J

IAP

GODMAN AAF (FTK)(KFTK) A 1 W UTC-5(-4DT) N37°54.42' W85°58.32'

755 B NOTAM FILE FTK Not insp.

RWY 18-36: H5185X150 (ASPH) PCN 120 F/A/W/T HIRL

RWY 18: SALSF. PVASI(P SIL). RWY 36: ODALS. PVASI(P SIL).

RWY 15-33: H4853X75 (ASPH) PCN 120 F/A/W/T HIRL

RWY 15: REIL.

RWY 09-27: H4999X150 (PEM) PCN 10 F/A/W/T

RWY 05-23: H1900X90 (ASPH) PCN 12 F/A/W/T

MILITARY SERVICE: JASU 1(AGPU) FUEL J8 Avbl Mon-Sun 1100-0300Z† excluding Federal holidays. OIL O-156

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. Ctc twr prior to engine start. Restricted area 1 NM SE of airfield. Transient parking/RON aircrews must sign in with arpt ops before departure flight line. Transient acft parking on red ramp (south) unless alternate parking coordinated. C-130 and larger acft parking on concrete pad between A and B twys. Rwy 05-23 heliport VFR use only. **RSTD** Official Business Only, PPR, DSN 464-5545, C502-624-5545. Inbound acft Code 7 or abv ctc Base OPS 20 minutes prior to ldg. Rwy 05-23 for KHOP acft use only. **CAUTION** Do not overfly the Gold Depository located 1 NM south of apch end Rwy 36. **TFC PAT** West side of airfield. **MISC** Wx forecast 1200-0100Z†. Wx observation support 24 hrs a day. FMQ-19 Wx Sensor located near mid-field, all readings are taken from that point. No Runway Visual Range values carried. Ctc gnd prior to engine start. Wx forecast, observation, PMSV, briefings and support 24hr/day 7 days/week if mission dictates. Otherwise ctc Scott OWS DSN 576-9755/9702, C618-256-9755/9702
HTTPS://150WS.SCOTT.AF.MIL-FMQ-19 in use.

COMMUNICATIONS: CTAF 133.35 233.7 ATIS 109.6 (Mon-Fri 1100-0300Z†, Sat-Sun 1200-2000Z† excluding holidays.)

Ⓡ **LOUISVILLE APP/DEP CON** 123.675 132.07 327.0

TOWER 133.35 233.7 (Mon-Fri 1100-0300Z†, Sat-Sun 1200-2000Z† except hols. Other times ctc Godman Advisory svc on twr freq). **GND CON** 121.9 239.3 **PMSV METRO** 139.65 (Full svc during forecast hours.)

OPS 126.2 234.4 **AIR TO AIR** 237.5

AIRSPACE: CLASS D svc Mon-Fri 1100-0300Z†, Sat-Sun 1200-2000Z† except holidays other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE FTK.

FORT KNOX (T) VOR/DME 109.6 FTK Chan 33 N37°54.45' W85°58.37' at fld. 740/1W.

MYSTIC (L) VOR 108.2 MYS N37°53.64' W86°14.67' 087° 13.0 NM to fld. NOTAM FILE LOU.

NDB (MHW) 396 GOI N37°57.52' W85°58.60' 178° 3.1 NM to fld.

GOODALL N37°34.59' W84°45.84' NOTAM FILE LOU.

NDB (MHW) 311 DVK at Stuart Powell Fld.

CINCINNATI

L-26F

GRAYSON CO (See LEITCHFIELD)

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 77607 W07A | APP CRS 073° | Rwy Idg TDZE Apt Elev | 5000 709 716 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 7

GLASGOW MUNI (GLW)



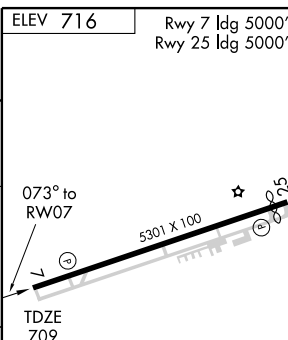
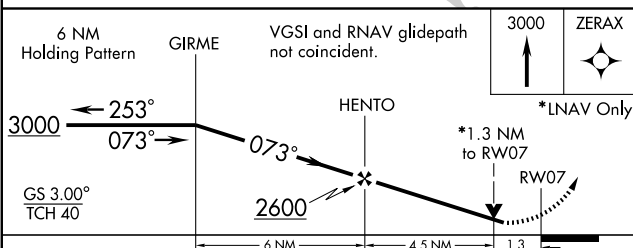
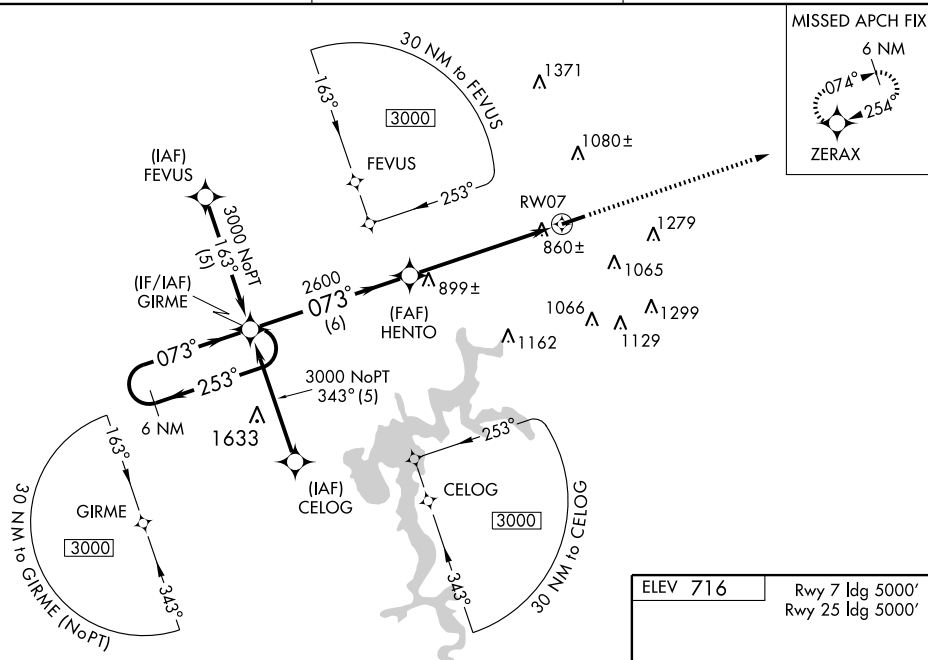
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Bowling Green altimeter setting and increase all MDA 160 feet, LPV DA to 1214 feet, LNAV/VNAV DA to 1313 feet, LPV and LNAV/VNAV all Cats. visibilities ½ mile, LNAV Cats. C and D visibilities ¼ mile, and Circling Cat. C visibility ½ mile, Cat. D visibility ¼ mile. VDP NA when using Bowling Green altimeter setting. Baro-VNAV NA when using Bowling Green altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).

MISSED APPROACH:
Climb to 3000 direct
ZERAX and hold.

AWOS-3
118.525

MEMPHIS CENTER
132.1 263.1

UNICOM
122.8 (CTAF) L



| CATEGORY | A | B | C | D |
|--------------|-----------------------|-----------------------|-------------------------|-------------------------|
| LPV DA | 1071-1¼ | | 362 (400-1¼) | |
| LNAV/VNAV DA | 1170-1¾ | | 461 (500-1¾) | |
| LNAV MDA | 1140-1 | 431 (500-1) | 1140-1¼ 431 (500-1¼) | 1140-1½ 431 (500-1½) |
| CIRCLING | 1220-1 504 (600-1) | 1240-1 524 (600-1) | 1260-1½ 544 (600-1½) | 1540-2¾ 824 (900-2¾) |

HIRL Rwy 7-25 **L**
REIL Rwy 7 and 25 **L**

APP CRS **253°**
 Rwy Idg **5000**
 TDZE **715**
 Apt Elev **716**

RNAV (GPS) RWY 25

GLASGOW MUNI (GLW)

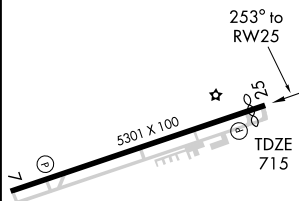
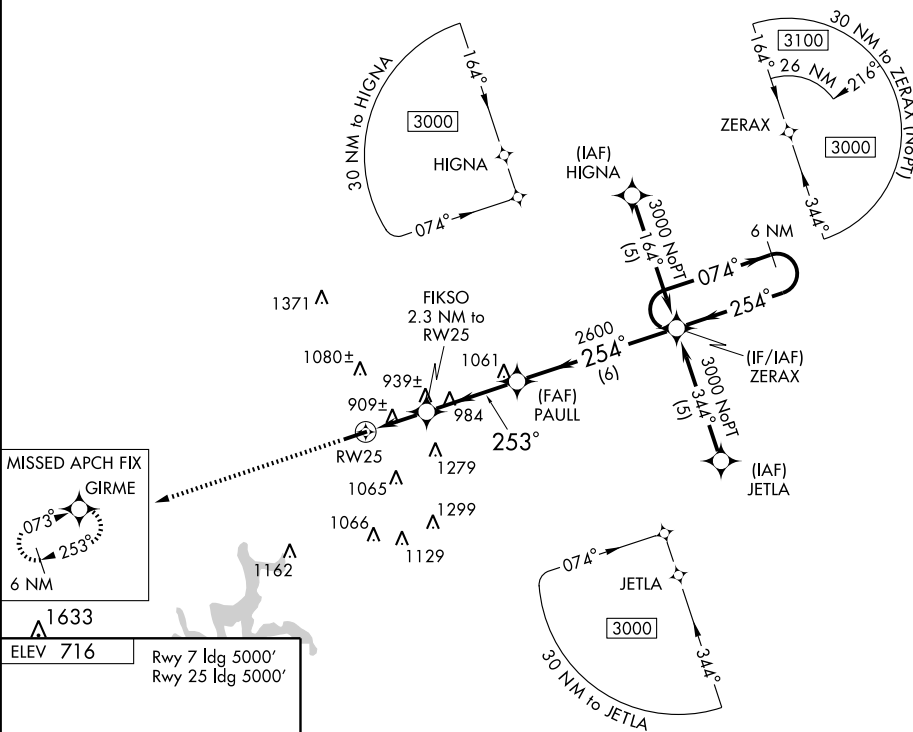
⚠ When local altimeter setting not received, use Bowling Green altimeter setting and increase all MDA 160 feet, LNAV Cat. C and D visibility ½ mile, Circling Cat. C ½ mile, Cat. D ¾ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH:
 Climb to 3000 direct GIRME and hold.

AWOS-3
118.525

MEMPHIS CENTER
132.1 263.1

UNICOM
122.8 (CTAF) 0



| CATEGORY | | | | |
|-------------|-------------|-------------------------|-------------------------|--|
| LNAV MDA | | | | |
| CIRCLING | | | | |
| A | B | C | D | |
| 1200-1 | 485 (500-1) | 1200-1¼ 485 (500-1½) | 1200-1½ 485 (500-1½) | |
| 1220-1 | 1240-1 | 1260-1½ | 1540-2¾ | |
| 504 (600-1) | 524 (600-1) | 544 (600-1½) | 824 (900-2¾) | |

HIRL Rwy 7-25 **0**
 REIL Rwy 7 and 25 **0**

| | | | |
|---|------------------------|-----------------------------|---|
| VORTAC BWG 117.9 Chan 126 | APP CRS 073° | Rwy Idg TDZE Apt Elev | 5000 709 716 |
|---|------------------------|-----------------------------|---|

VOR/DME RWY 7

GLASGOW MUNI (GLW)

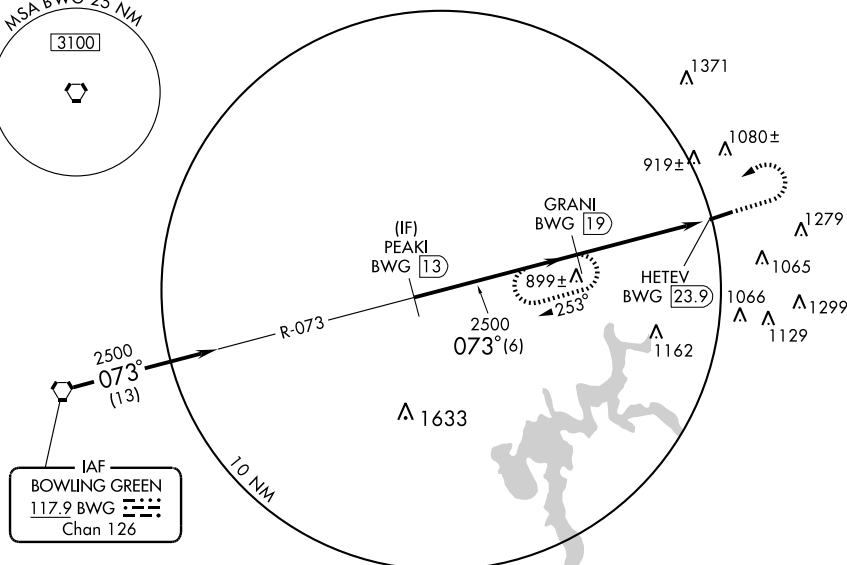
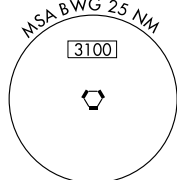
▼ When local altimeter setting not received, use Bowling Green altimeter setting and increase all MDAs 160 feet, S-7 Cat. C and D visibility $\frac{1}{4}$ mile, Circling Cat. C visibility $\frac{1}{2}$ mile, Cat. D $\frac{1}{4}$ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 then climbing left turn to 2700 via BWG VORTAC R-073 to GRANI/19 DME and hold

AWOS-3
118.525

MEMPHIS CENTER
132.1 263.1

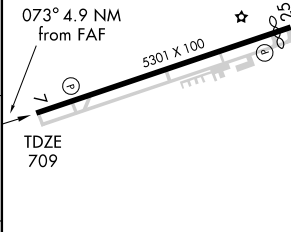
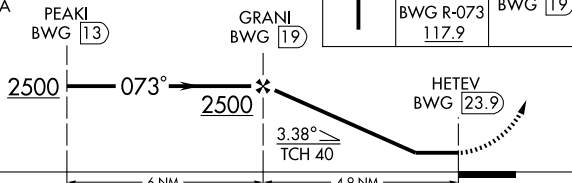
UNICOM
122.8 (CTAF) 0



Procedure NA for arrival on BWG VORTAC
airway radials 039 CW 106.

ELEV 716 Rwy 7 Idg 5000'
Rwy 25 Idg 5000'

Procedure Turn NA VGSi and descent angles not coincident.



| CATEGORY | A | B | C | D |
|----------|-----------------------|-------------------------|-------------------------|-------------------------|
| S-7 | 1180-1 471 (500-1) | 1180-1¼ 471 (500-1¼) | 1180-1½ 471 (500-1½) | 1180-1¾ 471 (500-1¾) |
| CIRCLING | 1220-1 504 (600-1) | 1240-1¼ 524 (600-1¼) | 1260-1½ 544 (600-1½) | 1540-2¾ 824 (900-2¾) |

| | | | | |
|---------------------|----|----|-----|-----|
| HIRL Rwy 7-25 0 | | | | |
| REIL Rwy 7 and 25 0 | | | | |
| Knots | 60 | 90 | 120 | 150 |
| Min:Sec | | | | |

GREENVILLE

MUHLENBERG CO (M21) 2 NE UTC-6(-5DT) N37°13.57' W87°09.38'

428 B S4 FUEL 100LL, JET A NOTAM FILE LOU

RWY 05-23: H5000X75 (ASPH) S-28 MIRL

RWY 05: REIL. SAVASI(S2L)—GA 5.0° TCH 30'. Road.

RWY 23: REIL. SAVASI(S2L)—GA 5.0° TCH 25'. Thld dsplcd 400'. Road.

AIRPORT REMARKS: Attended 1400-2300Z±. Prior arrangement for svc after hr call 270-338-9419. 100LL fuel self serve 24 hrs with credit card. JET A fuel avbl on req during hrs arpt attended. For JET A fuel and other svc after hrs call 270-543-5198. Parachute Jumping. Marked and lgt d-p-line under Rwy 05 apch 1000' from rwy end. ACTIVATE MIRL Rwy 05-23; SAVASI and REIL Rwy 05 and 23—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.375 (270) 338-7788.

COMMUNICATIONS: CTAF/UNICOM 123.0

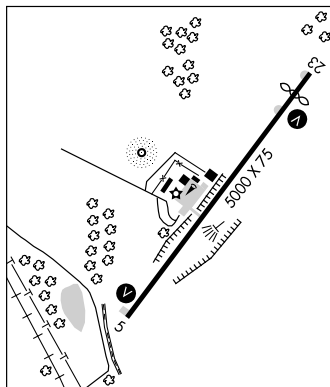
Ⓡ EVANSVILLE APP/DEP CON 126.4 (1200-0500Z±)

Ⓡ MEMPHIS CENTER APP/DEP CON 133.85. (0500-1200Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

CENTRAL CITY (L) VORTAC 109.8 CCT Chan 35 N37°22.95'
W87°15.82' 152° 10.7 NM to fld. 450/01W.

NDB (MHW) 362 GMH N37°13.62' W87°09.55' at fld. VFR only.



ST LOUIS

H-5E, 9A, L-161

IAP

HANCOCK CO—RON LEWIS FLD (See LEWISPORT)

HARDINSBURG

BRECKINRIDGE CO (I93) 1 E UTC-6(-5DT) N37°47.10' W86°26.52'

735 NOTAM FILE LOU

RWY 09-27: H3500X75 (ASPH) S-8 LIRL

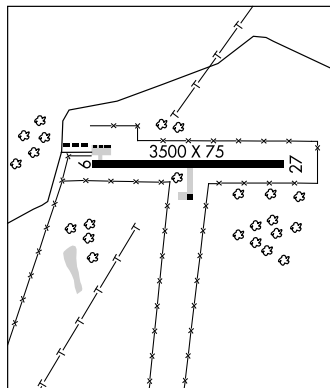
RWY 09: Road. RWY 27: Trees.

AIRPORT REMARKS: Unattended. Rwy 09-27 open cracks, raveling.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

NEW HOPE (L) VOR/DME 110.8 EWO Chan 45 N37°37.91'
W85°40.55' 283° 37.6 NM to fld. 960/01E.



ST LOUIS

L-16J

HARLAN

TUCKER—GUTHRIE MEML (I35) 2 NW UTC-5(-4DT) N36°51.56' W83°21.51'

1551 FUEL JET A NOTAM FILE LOU

RWY 08-26: H2700X75 (ASPH) S-24 1.0% down SW

RWY 08: VASI (NSTD). Trees. RWY 26: Thld dsplcd 670'. Trees.

AIRPORT REMARKS: Attended 1400Z±-dusk. CAUTION—Arpt located in mountainous terrain, possible turbulence. Rwy 08 2-box VASI on both sides of rwy for day use only. ACTIVATE VASI Rwy 08—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

CINCINNATI

L-26H

APP CRS **239°**
 Rwy Idg **4600**
 TDZE **428**
 Apt Elev **428**

RNAV (GPS) RWY 23

GREENVILLE/MUHLBERG COUNTY (M21)

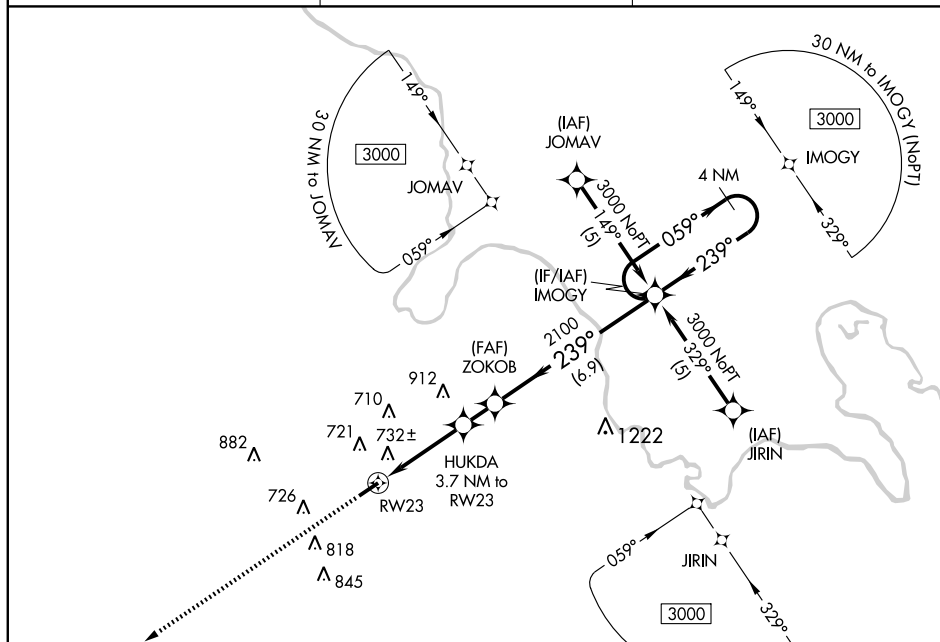
▽ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Owensboro altimeter setting and increase all MDA 80 feet and LNAV and circling Cats C and D visibility ¼ mile. VDP NA with Owensboro altimeter setting.

MISSED APPROACH: Climb to 3000 direct JEPAX and hold.

AWOS-3
120.375

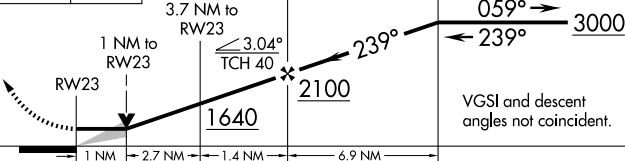
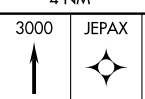
EVANSVILLE APP CON ★
126.4 226.4

UNICOM
123.0 (CTAF) 0



ELEV **428**

MISSED APCH FIX
 JEPAX



| CATEGORY | A | B | C | D |
|----------|--------|-------------|-------------------------|-------------------------|
| LNAV MDA | 1000-1 | 572 (600-1) | 1000-1½ 572 (600-1½) | 1000-1¾ 572 (600-1¾) |
| CIRCLING | 1040-1 | 612 (700-1) | 1040-1¾ 612 (700-1¾) | 1040-2 612 (700-2) |

MIRL Rwy 5-23 0
 REIL Rwys 5 and 23 0

| | | | |
|--|------------------------|-----------------------------|--|
| VORTAC CCT 109.8 Chan 35 | APP CRS 153° | Rwy Idg TDZE Apt Elev | N/A N/A 428 |
|--|------------------------|-----------------------------|--|

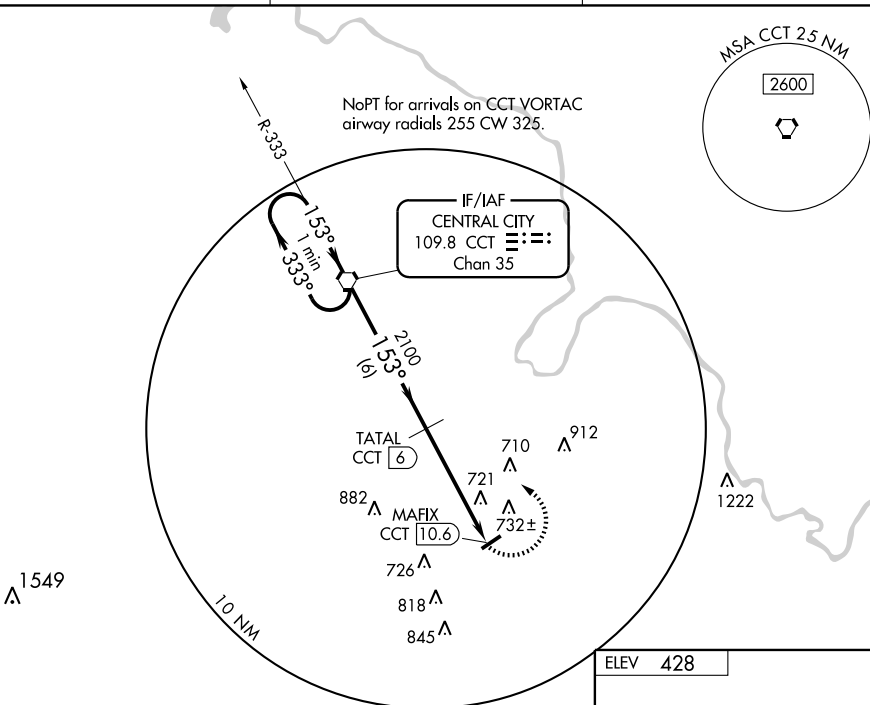
VOR/DME-A

GREENVILLE/MUHLENBERG COUNTY (M21)

NA When local altimeter setting not received, use Owensboro altimeter setting and increase all MDA 80 feet and visibility Cats C and D ¼ mile.

AWOS-3
120,375

EVANSVILLE APP CON ★
126.4 226.4

UNICOM
123.0 (CTAF) **L**

One Minute Holding Pattern

VORTAC

2500

| Year | Percentage of U.S. Population Aged 65 and Older |
|------|---|
| 1980 | 11.5% |
| 1990 | 13.5% |
| 2000 | 15.5% |
| 2020 | 18.5% |

TA
CCTATAL
CCT 4

2500

CCT

MAP
CCT [

④

ccf



.....

| | |
|--|--|
| | |
|--|--|

10

0-2

612

00-2)

5000.

MIRL Rwy 5-23 **L**
REIL Rwy 5 and 23 **L**

GREENVILLE, KENTUCKY
Amdt 5 23SEP10

37°14'N-87°09'W

GREENVILLE/MUHLENBERG COUNTY (M21)

VOR/DME-A

SE-1, 23 SEP 2010 to 21 OCT 2010

SE-1. 23 SEP 2010 to 21 OCT 2010

HARTFORD**OHIO CO**

(7K4) 3 NE UTC-6(-5DT) N37°27.50' W86°51.00'

535 B S4 **FUEL** 100LL, JET A OX 1 NOTAM FILE LOU

RWY 03-21: H4818X60 (ASPH) S-12.5 MIRL

RWY 03: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 21: PAPI(P2L)—GA 4.0° TCH 44'. Trees.

AIRPORT REMARKS: Attended 1400-2300Z†. Deer on and in/ov arpt. For after hours svc call 270-298-3500. ACTIVATE MIRL Rwy 03-21 and PAPI Rwy 03 and 21—CTAF. Lgts also avbl by phone request by calling 270-298-3500.

COMMUNICATIONS: CTAF/UNICOM 122.8

EVANSVILLE APP/DEP CON 126.4 (1200-0500Z‡)

INDIANAPOLIS CENTER APP/DEP CON 128.3 (0500-1200Z‡)

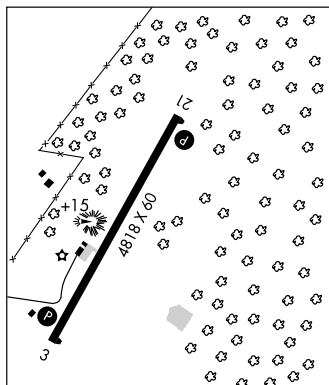
RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.**CENTRAL CITY (L) VORTAC** 109.8 CCT Chan 35 N37°22.95'

W87°15.82' 078° 20.3 NM to fld. 450/01W.

ST LOUIS

L-161

IAP

**HAZARD****WENDELL H FORD**

(K2Ø) 10 NW UTC-5(-4DT) N37°23.24' W83°15.70'

1253 B S2 **FUEL** 100LL, JET A+ NOTAM FILE LOU

RWY 14-32: H5500X100 (ASPH) S-30 MIRL

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 29'. Trees.

RWY 32: REIL. PAPI(P4R)—GA 4.0. TCH 38'. Hill.

RWY 06-24: H3250X60 (ASPH) S-12

RWY 06: Thld dsplcd 277'.

RWY 24: Thld dsplcd 282'. Trees.

AIRPORT REMARKS: Attended 1300-dusk. Rwy 06-24 moderate cracking. Rwy 06 dsplcd thld lgts 65 ft W of marked dsplcd thld. Rwy 24 dsplcd thld lgts 10 ft E of marked dsplcd thld. Rwy 32 PAPI unusable byd 2.5 NM. Unusable byd 7° right of final and byd 5° left of final. ACTIVATE MIRL Rwy 14-32, REIL Rwy 14 and Rwy 32, PAPI Rwy 14 and Rwy 32—CTAF. Ldg fee: ramp fees.

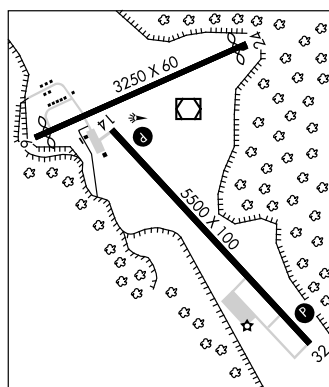
WEATHER DATA SOURCES: AWOS-3 119.025 (606) 435-2452.**COMMUNICATIONS:** CTAF/UNICOM 122.7**HAZARD RCO** 122.1R 111.2T (LOUISVILLE RADIO)Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 126.575.**RADIO AIDS TO NAVIGATION:** NOTAM FILE LOU.**HAZARD (L) VOR/DME** 111.2 AZQ Chan 49 N37°23.48'

W83°15.78' at fld. 1247/04W.

CINCINNATI

H-10G, 12H, L-26G

IAP

**HAZARD**

N37°23.48' W83°15.78' NOTAM FILE LOU.

(L) **VOR/DME** 111.2 AZQ Chan 49 at Wendell H Ford. 1247/04W.

DME unusable byd 25 NM blo 4500'.

RCO 122.1R 111.2T (LOUISVILLE RADIO)**CINCINNATI**

L-26G

APP CRS **027°**
 Rwy Idg **4818**
 TDZE **530**
 Apt Elev **535**

GPS RWY 3

HARTFORD / OHIO COUNTY (7K4)

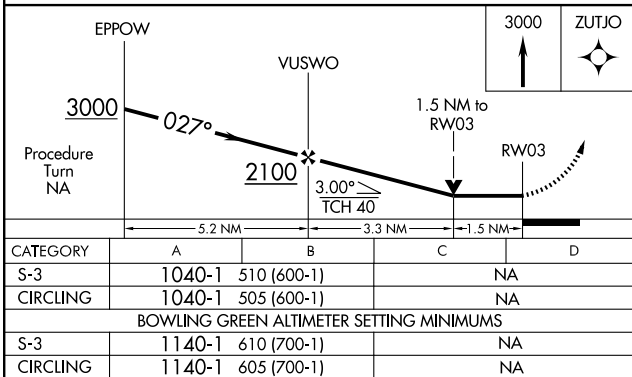
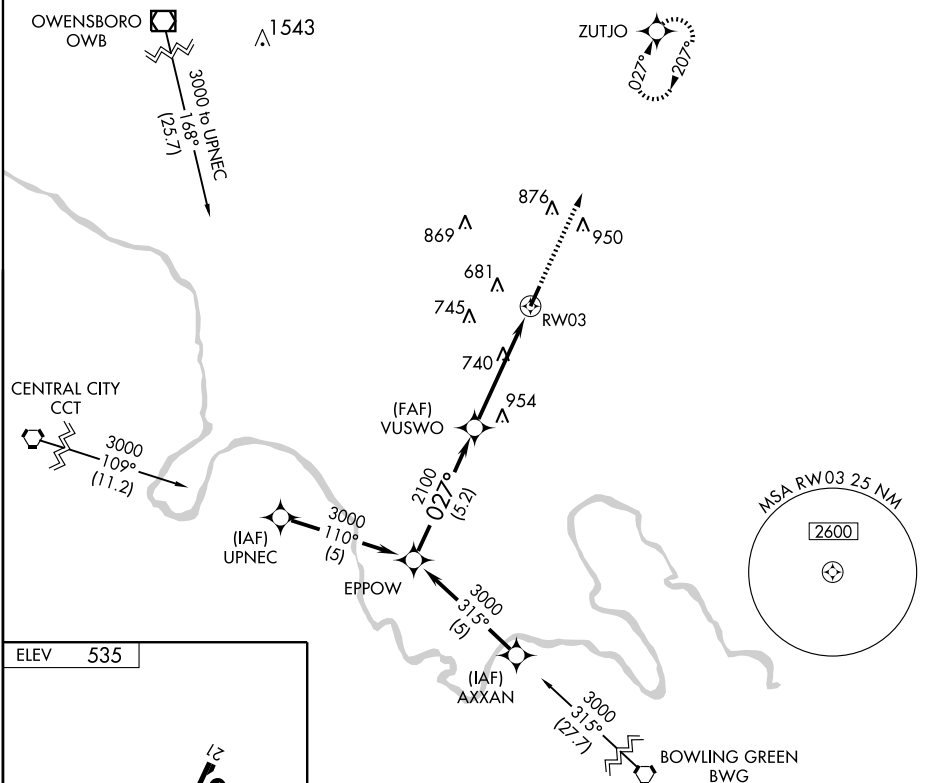
▼ Obtain local altimeter setting on CTAF; when not received, use Bowling Green altimeter setting. VDP and descent angle/gradient not authorized with Bowling Green altimeter setting.

MISSED APPROACH: Climb to 3000 direct ZUTJO WP and hold.

EVANSVILLE APP CON ★

126.4 226.4

UNICOM

122.8 (CTAF) 0

APP CRS **207°**
 Rwy Idg **4818**
 TDZE **535**
 Apt Elev **535**

GPS RWY 21

HARTFORD / OHIO COUNTY (7K4)

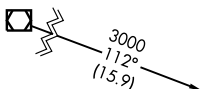
Obtain local altimeter setting on CTAF; if not received, use Bowling Green altimeter setting. VDP and descent angle/gradient not authorized with Bowling Green altimeter setting.

MISSED APPROACH: Climb to 3000
 direct EPPOW WP and hold.

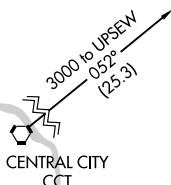
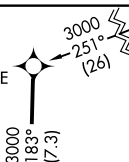
EVANSVILLE APP CON *

126.4 226.4

UNICOM

122.8 (CTAF) 0OWENSBORO
OWB

1543

CENTRAL CITY
CCT(IAF)
LOONEMYSTIC
MYS(IAF)
UPSEW(FAF)
DOZBO(IAF)
AXXOV

RENRO

MSA RW21 25 NM

2600



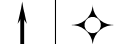
EPPOW

ELEV 535

207° to
RW21TDZE
535

4818 x 60

3000 EPPOW



RW21

2.2 NM to
RW211 NM to
RW21

3.02°

TCH 40

DOZBO

ZUTJO

3000

207°

2200

Procedure
Turn
NA*1340 when using Bowling
Green altimeter setting.

1 NM 1.2 NM 2.8 NM 5 NM

| CATEGORY | A | B | C | D |
|--|--------|-------------|----|----|
| S-21 | 1060-1 | 525 (600-1) | NA | NA |
| CIRCLING | 1060-1 | 525 (600-1) | NA | NA |
| BOWLING GREEN ALTIMETER SETTING MINIMUMS | | | | |
| S-21 | 1160-1 | 625 (700-1) | NA | NA |
| CIRCLING | 1160-1 | 625 (700-1) | NA | NA |

MIRL Rwy 3-21 0

| | | |
|--|------------------------|---|
| VORTAC CCT 109.8 Chan 35 | APP CRS 078° | Rwy Idg TDZE Apt Elev N/A N/A 535 |
|--|------------------------|---|

VOR/DME-A

HARTFORD / OHIO COUNTY (7K4)

▼ Obtain local altimeter setting on CTAF; if not received,
▲ NA use Bowling Green altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing
left turn to 3000 via heading 215° and CCT R-078
to TOSTY/15 DME and hold.

EVANSVILLE APP CON ★
126.4 226.4

UNICOM
122.8 (CTAF) 0

1543 ▲

IAF
CENTRAL CITY
109.8 CCT
Chan 35

3000
078°
(5)

CCT 5

TOSTY
CCT 15

2200
078°
(10)

869 ▲

876 ▲

▲ 950

681 ▲

745 ▲

740 ▲

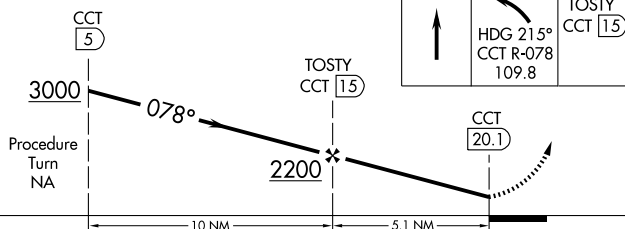
▲ 954

10 NM

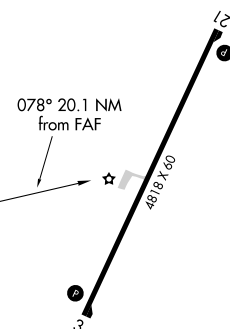
MSA CCT 25 NM

2600

ELEV 535



| CATEGORY | A | B | C | D |
|--|-----------------------|-------------------------|----|---|
| CIRCLING | 1060-1 525 (600-1) | 1060-1¼ 525 (600-1¼) | NA | |
| BOWLING GREEN ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 1140-1 605 (700-1) | 1140-1¼ 605 (700-1¼) | NA | |



MIRL Rwy 3-21 0

HARTFORD**OHIO CO**

(7K4) 3 NE UTC-6(-5DT) N37°27.50' W86°51.00'

535 B S4 **FUEL** 100LL, JET A OX 1 NOTAM FILE LOU

RWY 03-21: H4818X60 (ASPH) S-12.5 MIRL

RWY 03: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 21: PAPI(P2L)—GA 4.0° TCH 44'. Trees.

AIRPORT REMARKS: Attended 1400-2300Z†. Deer on and in/ov arpt. For after hours svc call 270-298-3500. ACTIVATE MIRL Rwy 03-21 and PAPI Rwy 03 and 21—CTAF. Lgts also avbl by phone request by calling 270-298-3500.

COMMUNICATIONS: CTAF/UNICOM 122.8

EVANSVILLE APP/DEP CON 126.4 (1200-0500Z‡)

INDIANAPOLIS CENTER APP/DEP CON 128.3 (0500-1200Z‡)

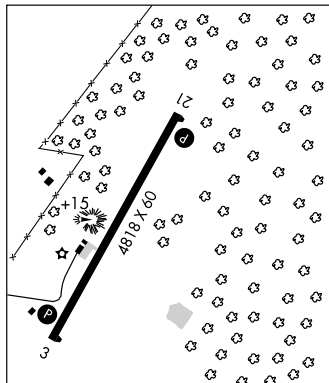
RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.**CENTRAL CITY (L) VORTAC** 109.8 CCT Chan 35 N37°22.95'

W87°15.82' 078° 20.3 NM to fld. 450/01W.

ST LOUIS

L-161

IAP

**HAZARD****WENDELL H FORD**

(K2Ø) 10 NW UTC-5(-4DT) N37°23.24' W83°15.70'

1253 B S2 **FUEL** 100LL, JET A+ NOTAM FILE LOU

RWY 14-32: H5500X100 (ASPH) S-30 MIRL

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 29'. Trees.

RWY 32: REIL. PAPI(P4R)—GA 4.0. TCH 38'. Hill.

RWY 06-24: H3250X60 (ASPH) S-12

RWY 06: Thld dsplcd 277'. RWY 24: Thld dsplcd 282'. Trees.

AIRPORT REMARKS: Attended 1300-dusk. Rwy 06-24 moderate cracking. Rwy 06 dsplcd thld lgts 65 ft W of marked dsplcd thld. Rwy 24 dsplcd thld lgts 10 ft E of marked dsplcd thld. Rwy 32 PAPI unusable byd 2.5 NM. Unusable byd 7° right of final and byd 5° left of final. ACTIVATE MIRL Rwy 14-32, REIL Rwy 14 and Rwy 32, PAPI Rwy 14 and Rwy 32—CTAF. Ldg fee: ramp fees.

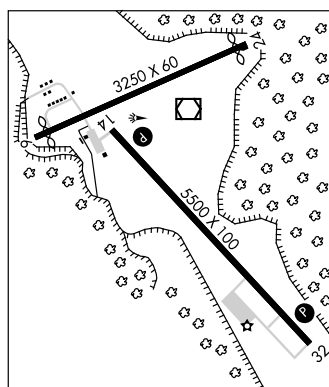
WEATHER DATA SOURCES: AWOS-3 119.025 (606) 435-2452.**COMMUNICATIONS:** CTAF/UNICOM 122.7**HAZARD RCO** 122.1R 111.2T (LOUISVILLE RADIO)Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 126.575.**RADIO AIDS TO NAVIGATION:** NOTAM FILE LOU.**HAZARD (L) VOR/DME** 111.2 AZQ Chan 49 N37°23.48'

W83°15.78' at fld. 1247/04W.

CINCINNATI

H-10G, 12H, L-26G

IAP

**HAZARD**

N37°23.48' W83°15.78' NOTAM FILE LOU.

(L) **VOR/DME** 111.2 AZQ Chan 49 at Wendell H Ford. 1247/04W.

DME unusable byd 25 NM blo 4500'.

RCO 122.1R 111.2T (LOUISVILLE RADIO)**CINCINNATI**

L-26G

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy ldg | 5500 |
| 143° | TDZE | 1243 |
| | Apt Elev | 1253 |

RNAV (GPS) RWY 14

HAZARD/ WENDELL H. FORD (K20)

▼ If local altimeter setting not received, use Julian Carroll altimeter setting and increase all MDAs 60 feet.

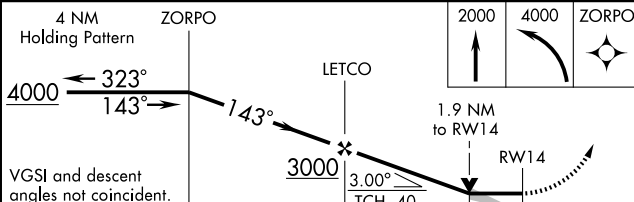
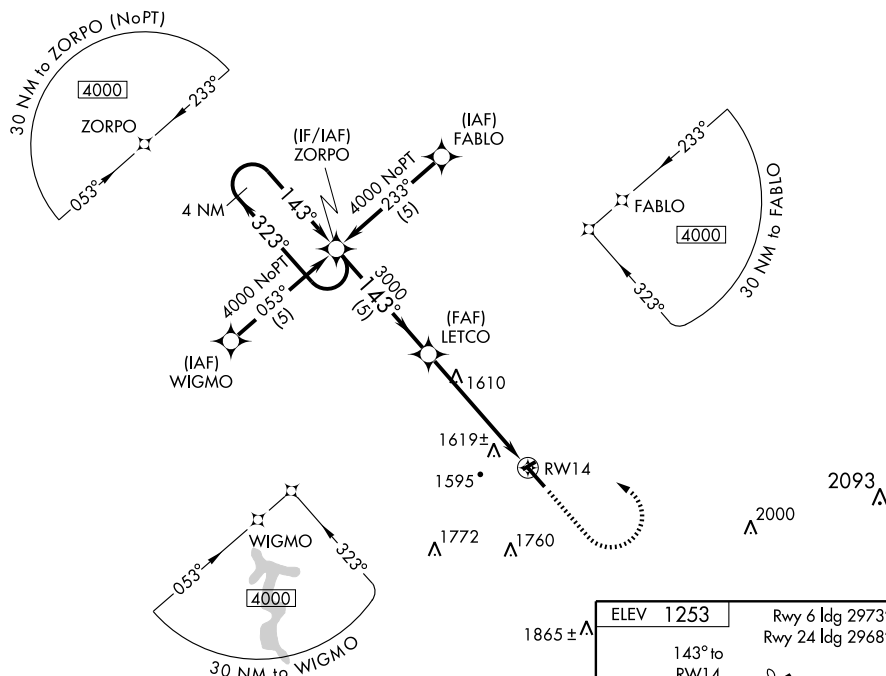
▲ NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 not authorized. VDP NA with Julian Carroll altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 direct ZORPO WP and hold.

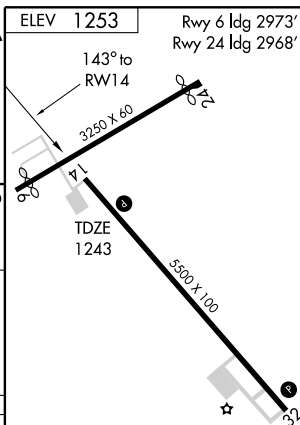
AWOS-3
119.025

INDIANAPOLIS CENTER
126.575 257.850

UNICOM
122.7 (CTAF) 0



| CATEGORY | A | B | C | D |
|----------|--------------------|--------------------|--------------------|--------------------|
| RNAV | 1880-1 637 (700-1) | 1880-1 637 (700-1) | 1880-1 637 (700-1) | 1880-2 637 (700-2) |
| CIRCLING | 2000-1 747 (800-1) | 2000-1 747 (800-1) | 2000-2 747 (800-2) | 2000-2 747 (800-2) |



MIRL Rwy 14-32 0
REIL Rwy 14 and 32 0

| | | |
|---|------------------------|---|
| VOR/DME AZQ 111.2 Chgn 49 | APP CRS 125° | Rwy Idg 5500 TDZE 1243 Apt Elev 1253 |
|---|------------------------|---|

VOR/DME RWY 14
HAZARD/ WENDELL H. FORD (K20)

T If local altimeter setting not received, use Julian Carroll
A altimeter setting and increase all MDAs 60 feet.
 NA VDP NA with Julian Carroll altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 via heading 240° and AZQ R-305 to URFUZ/6 DME and hold.

AWOS-3
119,025

INDIANAPOLIS CENTER
126.575 257.850

UNICOM
122.7 (CTAF) **L**

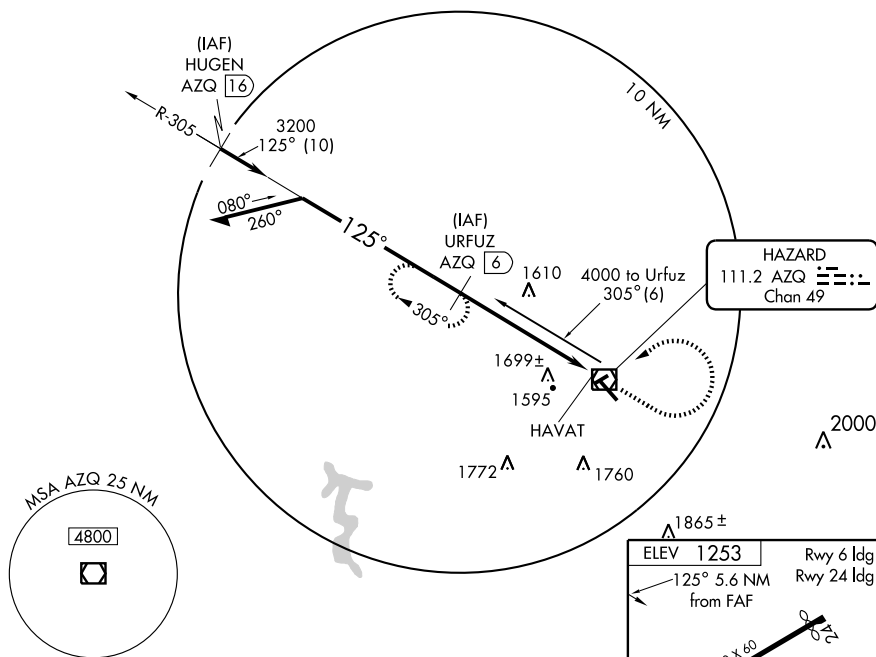
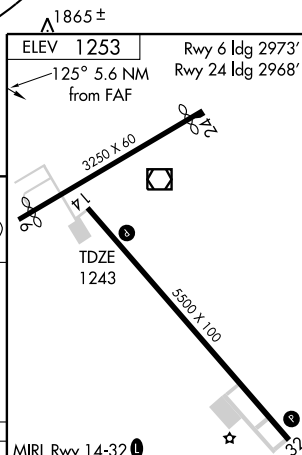


Figure 1-10 illustrates a VOR/DME station with a VGS. The diagram shows a VOR/DME station (AZQ 2.3) and a VGS (URFUZ AZQ 6). A flight path starts at 3200 feet, turns 125 degrees, and then 305 degrees. The VGS is 3.06 NM from the VOR/DME station. The VOR/DME station is 111.2 NM from the VGS. The VGS is 111.2 NM from the VOR/DME station.



| CATEGORY | A | B | C | D | | | | | | |
|----------|--------------------|----------------------------|----------------------------|----------------------------|--------------------------------------|----|----|-----|-----|-----|
| S-14 | 1960-1 717 (800-1) | | 1960-2 717 (800-2) | 1960-2 1/4 717 (800-2 1/4) | MIRL Rwy 14-32 REIL Rwy 14 and 32 | | | | | |
| CIRCLING | 2000-1 747 (800-1) | 2000-1 1/4 747 (800-1 1/4) | 2000-2 1/4 747 (800-2 1/4) | 2000-2 1/2 747 (800-2 1/2) | Knots | 60 | 90 | 120 | 150 | 180 |
| | | | | | Min:Sec | | | | | |

HAZARD, KENTUCKY
Amdt 1A 07186

HAZARD/ WENDELL H. FORD (K20)
VOR/DME RWY 14

37°23'N-83°16'W

SE-1. 23 SEP 2010 to 21 OCT 2010

SE-1, 23 SEP 2010 to 21 OCT 2010

HENDERSON CITY-CO (EHR) 4 W UTC-6(-5DT) N37°48.47' W87°41.14'ST LOUIS
H-5E, L-16I
IAP

387 B S3 FUEL 100, JET A OX 3 NOTAM FILE EHR

RWY 09-27: H5504X100 (ASPH) S-30 MIRL

RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 47'.

RWY 27: REIL. Road.

AIRPORT REMARKS: Attended Mon-Fri 1300Z±-dusk, Sat-Sun 1400Z±-dusk. MIRL Rwy 09-27 preset on low ints; to increase ints—CTAF. ACTIVATE PAPI Rwy 09 and REIL Rwy 09 and Rwy 27—CTAF.

WEATHER DATA SOURCES: AWOS-3 128.175 (270) 826-0511.**COMMUNICATIONS:** CTAF/UNICOM 122.8

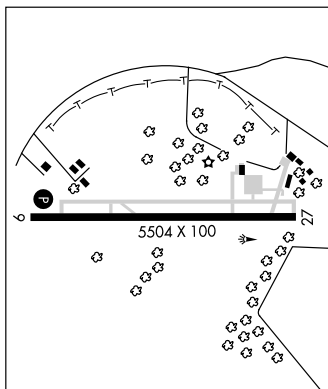
⑧ EVANSVILLE APP/DEP CON 126.4 (1200-0500Z±)

⑧ INDIANAPOLIS CENTER APP/DEP CON 128.3 (0500-1200Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.

POCKET CITY (H) VORTACW 113.3 PXV Chan 80 N37°55.70'
W87°45.74' 150° 8.1 NM to fld. 384/03E.

HIWAS.

**HIGUY** N37°38.14' W87°09.73' NOTAM FILE OWB.

ST LOUIS

NDB (LOM) 341 OW 360° 6.3 NM to Owensboro-Daviess Co.

HONEY GROVE N36°52.84' W87°20.25' NOTAM FILE LOU.

ST LOUIS

NDB (MHW) 356 HIX 257° 5.8 NM to Hopkinsville-Christian Co.

L-16I

HOPKINSVILLE-CHRISTIAN CO (HVC) 2 E UTC-6(-5DT) N36°51.42' W87°27.31'

ST LOUIS

564 B FUEL 100LL, JET A+ NOTAM FILE LOU

RWY 08-26: H5505X100 (ASPH) S-14 MIRL 0.5% up E

RWY 08: REIL. PAPI (P4L)—GA 3.5° TCH 38'. Trees.

RWY 26: REIL. PAPI (P4L)—GA 4.0° TCH 34'.

AIRPORT REMARKS: Attended 1400-0100Z±, Parachute Jumping.
ACTIVATE MIRL Rwy 08-26 and REIL Rwy 08 and Rwy 26—122.8.

WEATHER DATA SOURCES: AWOS-3 132.575 (270) 886-6311.**COMMUNICATIONS:** CTAF/UNICOM 122.8

⑧ CAMPBELL APP/DEP CON 118.1 CLNC DEL 120.9

RADIO AIDS TO NAVIGATION: NOTAM FILE CKV.

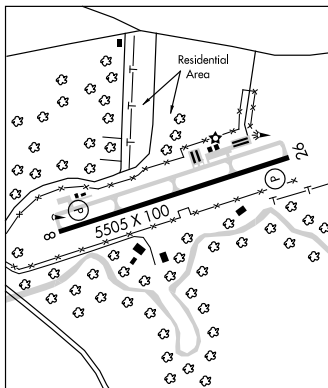
CLARKSVILLE (H) VOR/DME 110.6 CKV Chan 43 N36°37.32'
W87°24.76' 353° 14.2 NM to fld. 540/01W.

HONEY GROVE NDB (MHW) 356 HIX N36°52.84' W87°20.25'
257° 5.8 NM to fld. NOTAM FILE LOU.

ILS 109.1 I-HVC Rwy 26. Localizer only.

COMM/NAV/WEATHER REMARKS: Key mike 3 times and wait for Clnc Del.

CLNC DEL OTS indef.



| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 77909 W27A | APP CRS 269° | Rwy Idg TDZE Apt Elev | 5504 387 387 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 27 HENDERSON CITY-COUNTY (EHR)

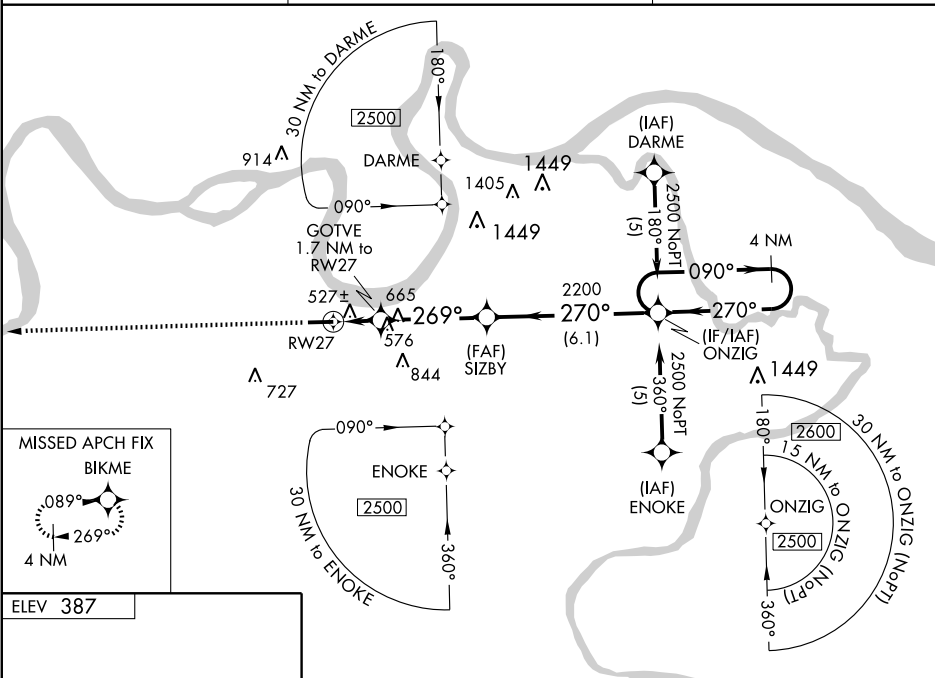
▼ Baro-VNAV NA when using Evansville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Evansville altimeter setting and increase all DA 41 feet and all MDA 60 feet and LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2500 direct BIKME and hold.

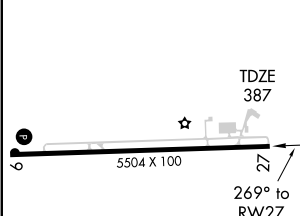
AWOS-3
128.175

EVANSVILLE APP CON ★
126.4 257.8

UNICOM
122.8 (CTAF) ①



ELEV 387



| | | | |
|--------------|----------------------|--------------|------------------------|
| 2500 | BIKME | ONZIG | 4 NM Holding Pattern |
| * LNAV only. | GOTVE 1.7 NM to RW27 | SIZBY | 270° |
| RW27 | 269° | 2200 | 270° |
| 1.7 NM | 3.8 NM | 6.1 NM | 2500 |
| CATEGORY | A | B | C |
| LPV DA | 733-1¼ | 346 (400-1¼) | |
| LNAV/VNAV DA | 827-1½ | 440 (500-1½) | |
| LNAV MDA | 840-1 | 453 (500-1) | 840-1½ 453 (500-1½) |
| CIRCLING | 880-1 | 493 (500-1) | 880-1½ 493 (500-1½) |

REIL Rwy 9 and 27 ①
MIRL Rwy 9-27 ①

| | | | |
|--|------------------------|-----------------------------|--|
| VORTAC PXV 113.3 Chan 80 | APP CRS 150° | Rwy Idg TDZE Apt Elev | N/A N/A 386 |
|--|------------------------|-----------------------------|--|

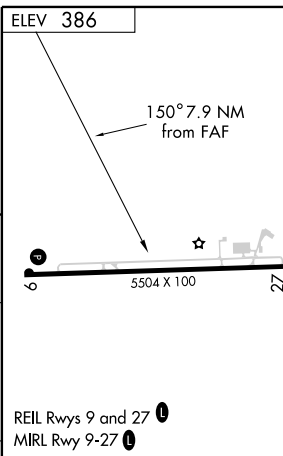
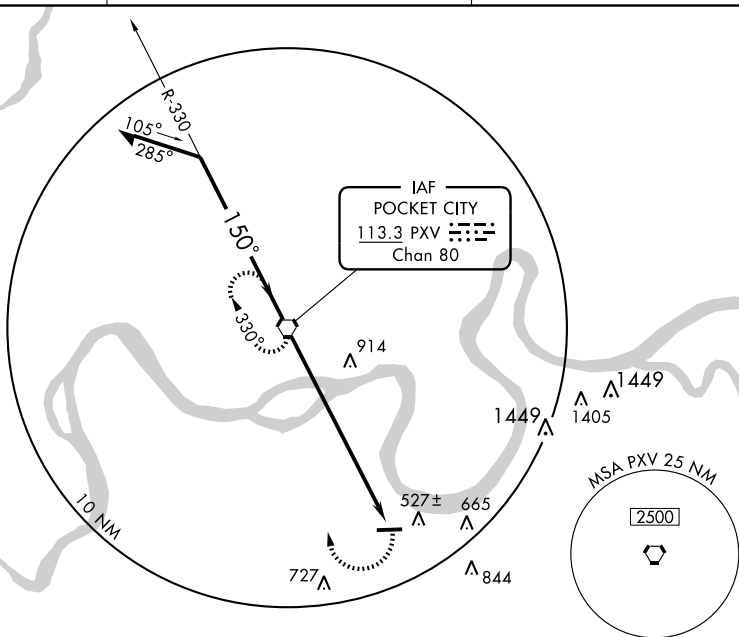
VOR-A
HENDERSON CITY-COUNTY (EHR)

▼ If local altimeter setting not received, use Evansville altimeter setting and increase all MDA's 80 feet.
▲ NA MISSED APPROACH: Climbing right turn to 2100 direct PXV VORTAC and hold.

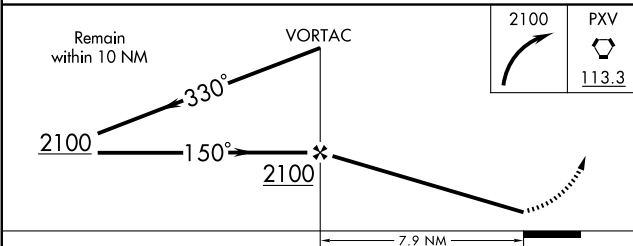
AWOS-3
128.175

EVANSVILLE APP CON ★
126.4 257.8

UNICOM
122.8 (CTAF) ●



| FAF to MAP 7.9 NM | | | | | |
|-------------------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 7:54 | 5:16 | 3:57 | 3:10 | 2:38 |



| CATEGORY | A | B | C | D |
|----------|-------------------|---|---------------------|-------------------|
| CIRCLING | 920-1 534 (600-1) | | 920-1½ 534 (600-1½) | 940-2 554 (600-2) |

HENDERSON CITY-CO (EHR) 4 W UTC-6(-5DT) N37°48.47' W87°41.14'

387 B S3 FUEL 100, JET A OX 3 NOTAM FILE EHR

RWY 09-27: H5504X100 (ASPH) S-30 MIRL

RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 47'.

RWY 27: REIL. Road.

AIRPORT REMARKS: Attended Mon-Fri 1300Z±-dusk, Sat-Sun 1400Z±-dusk. MIRL Rwy 09-27 preset on low ints; to increase ints—CTAF. ACTIVATE PAPI Rwy 09 and REIL Rwy 09 and Rwy 27—CTAF.

WEATHER DATA SOURCES: AWOS-3 128.175 (270) 826-0511.**COMMUNICATIONS:** CTAF/UNICOM 122.8

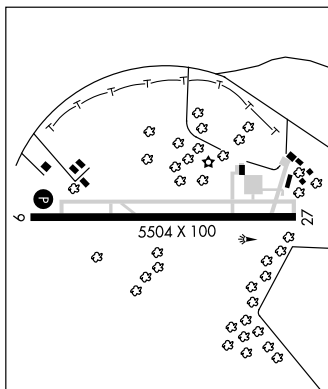
⑧ EVANSVILLE APP/DEP CON 126.4 (1200-0500Z±)

⑧ INDIANAPOLIS CENTER APP/DEP CON 128.3 (0500-1200Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.

POCKET CITY (H) VORTACW 113.3 PXV Chan 80 N37°55.70'
W87°45.74' 150° 8.1 NM to fld. 384/03E.

HIWAS.



ST LOUIS
H-5E, L-16I
IAP

HIGUY N37°38.14' W87°09.73' NOTAM FILE OWB.

NDB (LOM) 341 OW 360° 6.3 NM to Owensboro-Daviess Co.

ST LOUIS

HONEY GROVE N36°52.84' W87°20.25' NOTAM FILE LOU.

NDB (MHW) 356 HIX 257° 5.8 NM to Hopkinsville-Christian Co.

ST LOUIS
L-16I

HOPKINSVILLE-CHRISTIAN CO (HVC) 2 E UTC-6(-5DT) N36°51.42' W87°27.31'

564 B FUEL 100LL, JET A+ NOTAM FILE LOU

RWY 08-26: H5505X100 (ASPH) S-14 MIRL 0.5% up E

RWY 08: REIL. PAPI (P4L)—GA 3.5° TCH 38'. Trees.

RWY 26: REIL. PAPI (P4L)—GA 4.0° TCH 34'.

AIRPORT REMARKS: Attended 1400-0100Z±, Parachute Jumping.
ACTIVATE MIRL Rwy 08-26 and REIL Rwy 08 and Rwy 26—122.8.

WEATHER DATA SOURCES: AWOS-3 132.575 (270) 886-6311.**COMMUNICATIONS:** CTAF/UNICOM 122.8

⑧ CAMPBELL APP/DEP CON 118.1 CLNC DEL 120.9

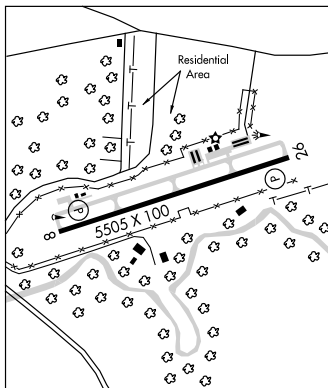
RADIO AIDS TO NAVIGATION: NOTAM FILE CKV.

CLARKSVILLE (H) VOR/DME 110.6 CKV Chan 43 N36°37.32'
W87°24.76' 353° 14.2 NM to fld. 540/01W.

HONEY GROVE NDB (MHW) 356 HIX N36°52.84' W87°20.25'
257° 5.8 NM to fld. NOTAM FILE LOU.

ILS 109.1 I-HVC Rwy 26. Localizer only.

COMM/NAV/WEATHER REMARKS: Key mike 3 times and wait for Clnc Del.
CLNC DEL OTS indef.



ST LOUIS
H-6K, 9A, L-16I
IAP

| | | | |
|---------------------|-------------|----------|-------------|
| LOC I-HVC | APP CRS | Rwy Idg | 5505 |
| <u>109.1</u> | 259° | TDZE | 564 |
| | | Apt Elev | 564 |

LOC RWY 26

HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

T
A NA

ADF REQUIRED. Visibility reduction by helicopters NA.

When local altimeter setting not received, use Clarksville altimeter setting and increase all MDA 40 feet, and increase S-26 Cat. C and D and Circling Cat. C and D visibility $\frac{1}{4}$ mile.

MISSED APPROACH:
Climbing right turn to 2500
direct HIX NDB and hold.

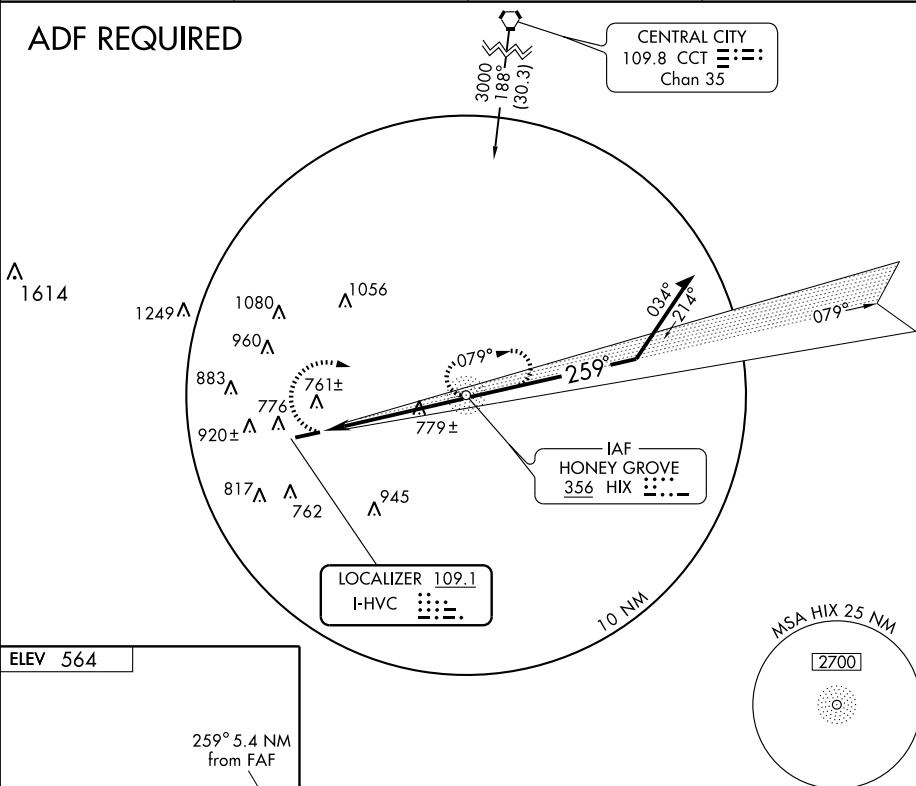
AWOS-3
132.575

CAMPBELL APP CON
118.1 269.525

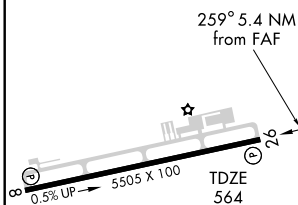
CLNC DEL
120,9

UNICOM
122.8 (CTAF) **L**

ADF REQUIRED



ELEV 564

MIRL Rwy 8-26 **L**

REIL Rwy 8 and 26 L

FAF to MAP 5.4 NM

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

HOPKINSVILLE, KENTUCKY

Amdt 4 09183

HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

36° 51'N-87° 27'W

LOC RWY 26

SE-1. 23 SEP 2010 to 21 OCT 2010

| | | | |
|-----------------------|------------------------|-----------------------------|---|
| NDB HIX 356 | APP CRS 257° | Rwy Idg TDZE Apt Elev | 5505 564 564 |
|-----------------------|------------------------|-----------------------------|---|

NDB RWY 26

HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

V Visibility reduction by helicopters NA. When local altimeter setting not received, use Clarksville altimeter setting and increase all MDA 40 feet, and increase Circling Cat. C and D visibility ¼ mile.

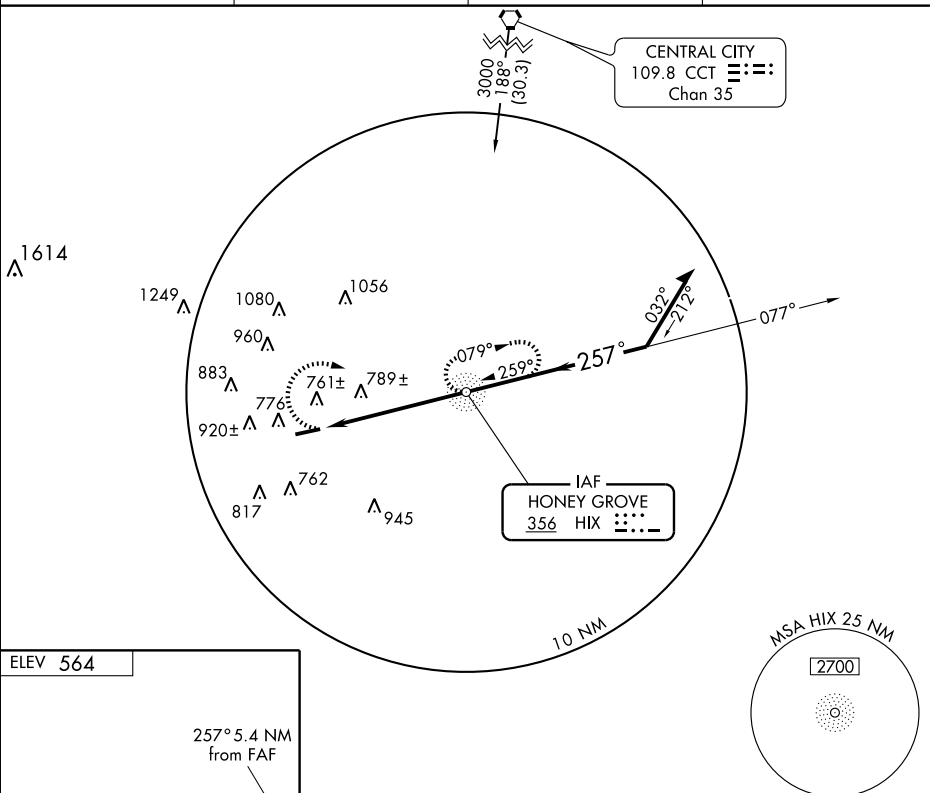
MISSED APPROACH: Climbing right turn to 2500 direct HIX NDB and hold.

AWOS-3
132.575

CAMPBELL APP CON
118.1 269.525

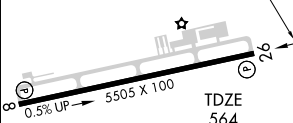
CLNC DEL
120.9

UNICOM
122.8 (CTAF) **0**



ELEV 564

257° 5.4 NM
from FAF



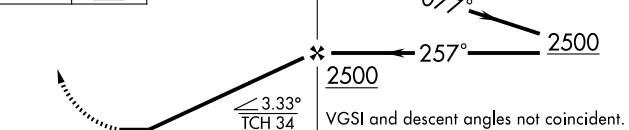
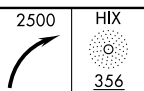
MRL Rwy 8-26 **0**
REIL Rws 8 and 26 **0**

FAF to MAP 5.4 NM

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

HOPKINSVILLE, KENTUCKY

Amdt 7 09183



| CATEGORY | A | B | C | D |
|----------|--------|-------------|-------------------------|-------------------------|
| S-26 | 1100-1 | 536 (600-1) | 1100-1½ 536 (600-1½) | 1100-1¾ 536 (600-1¾) |
| CIRCLING | 1140-1 | 576 (600-1) | 1280-2 716 (800-2) | 1280-2¼ 716 (800-2¼) |

HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

36° 51'N-87° 27'W

NDB RWY 26

SE-1, 23 SEP 2010 to 21 OCT 2010

SE-1, 23 SEP 2010 to 21 OCT 2010

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 5505 |
| 079° | TDZE | 540 |
| | Apt Elev | 564 |

RNAV (GPS) RWY 8

HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

▼ DME/DME RNP-0.3 NA Visibility reduction by helicopters NA.
▲ NA When local altimeter setting not received, use Clarksville altimeter setting and increase all MDA 40 feet and Circling Cat. C and D visibility ¼ mile.

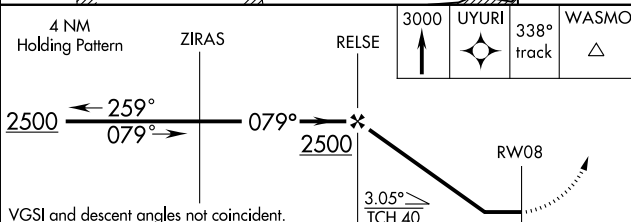
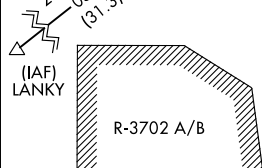
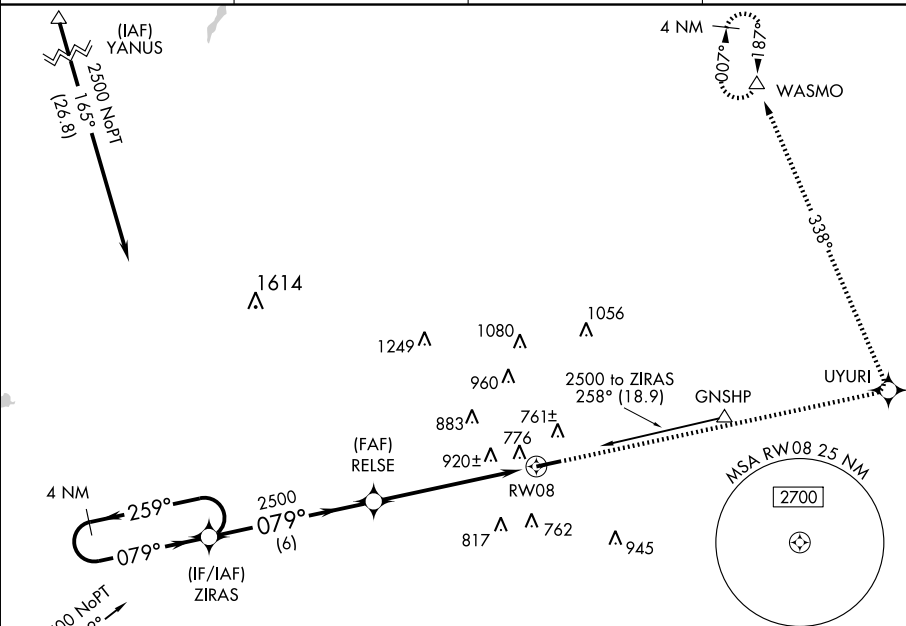
MISSED APPROACH: Climb to 3000 direct UYURI and left turn via 338° track to WASMO and hold.

AWOS-3
132.575

CAMPBELL APP CON
118.1 269.525

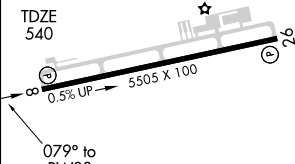
CLNC DEL
120.9

UNICOM
122.8 (CTAF) 0



| CATEGORY | A | B | C | D |
|----------|--------------------|--------------------|--------------------|--------------------|
| LNAV MDA | 1220-1 680 (700-1) | 1220-2 680 (700-2) | 1220-2 680 (700-2) | 1220-2 680 (700-2) |
| CIRCLING | 1220-1 656 (700-1) | 1280-2 716 (800-2) | 1280-2 716 (800-2) | 1280-2 716 (800-2) |

ELEV 564



MIRL Rwy 8-26
REIL Rwy 8 and 26

APP CRS **259°**
 Rwy Idg **5505**
 TDZE **564**
 Apt Elev **564**

RNAV (GPS) RWY 26

HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Clarksville altimeter setting and increase all MDA 40 feet, increase LNAV and Circling Cat. C and D visibility 1/4 mile.

MISSED APPROACH: Climbing right turn to 3000 direct WASMO and hold.

AWOS-3
132.575

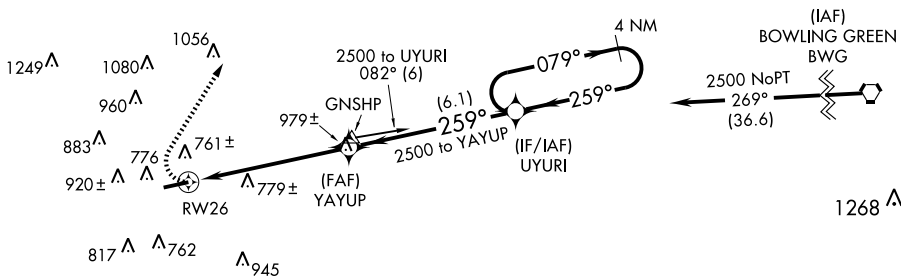
CAMPBELL APP CON
118.1 269.525

CLNC DEL
120.9

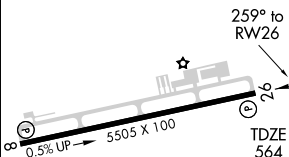
UNICOM
122.8 (CTAF) 0



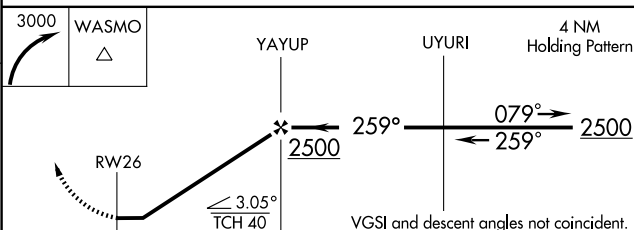
Procedure NA for arrival at BWG VORTAC on airway radials 228 CW 303.



ELEV **564**



MIRL Rwy 8-26 **0**
 REIL Rws 8 and 26 **0**



| CATEGORY | A | B | C | D |
|----------|--------|-------------|-------------------------------|-------------------------------|
| LNAV MDA | 1040-1 | 476 (500-1) | 1040-1 1/4 476 (500-1 1/4) | 1040-1 1/2 476 (500-1 1/2) |
| CIRCLING | 1140-1 | 576 (600-1) | 1280-2 716 (800-2) | 1280-2 1/4 716 (800-2 1/4) |

JACKSON

JULIAN CARROLL (JKL) 4 NE UTC-5(-4DT) N37°35.63' W83°19.04'

1381 B NOTAM FILE JKL

RWY 01-19: H4400X75 (ASPH) S-12.5 MIRL 0.6% up N

RWY 01: REIL. Trees. **RWY 19:** REIL.

AIRPORT REMARKS: Attended continuously. MIRL Rwy 01-19 OTS indef.

REIL Rwy 01 and Rwy 19 OTS indef. ACTIVATE MIRL Rwy 01-19

and REIL Rwy 01 and Rwy 19—CTAF.

WEATHER DATA SOURCES: ASOS 118.375 (606) 666-2794

COMMUNICATIONS: CTAF/UNICOM 122.8

® **INDIANAPOLIS CENTER APP/DEP CON** 126.57

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

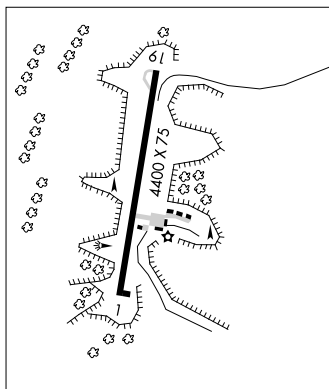
HAZARD (L) VOR/DME 111.2 AZQ Chan 49 N37°23.48'

W83°15.78' 352° 12.4 NM to fld. 1247/04W.

CINCINNATI

L-26G

IAP



JAMESTOWN

RUSSELL CO (K24) 2 NW UTC-6(-5DT) N37°00.58' W85°06.16'

1011 B S4 **FUEL** 100LL, JET A+ NOTAM FILE LOU

RWY 17-35: H5000X75 (ASPH) S-12 MIRL 1.0% up N

RWY 17: REIL. PAPI(P4L)-GA 4.0° TCH 36'. Trees.

RWY 35: REIL. PAPI(P4L)-GA 3.0° TCH 39'. Trees.

AIRPORT REMARKS: Attended 1400-2300Z+. Fuel after hrs, call 270-566-8558. Drag strip at old arpt, approximately 1 mile NE, Do Not mistake for rwy. Rwy 17-35 has isolated cracking.

ACTIVATE MIRL Rwy 17-35—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.6 (270) 343-5556.

COMMUNICATIONS: CTAF/UNICOM 123.0

INDIANAPOLIS CENTER APP/DEP CON 124.625

RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

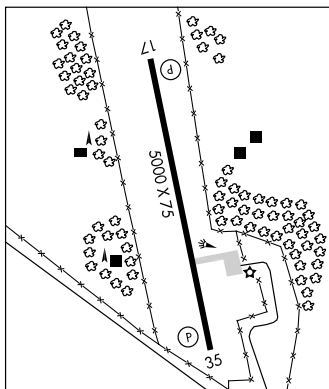
LIVINGSTON (L) VORTAC 108.4 LVT Chan 21 N36°35.07'

W85°10.00' 009° 25.7 NM to fld. 1020/02W.

ST LOUIS

H-9A, L-26F

IAP



JULIAN CARROLL (See JACKSON)

KENTUCKY DAM STATE PARK (See GILBERTSVILLE)

KYLE-OAKLEY FLD (See MURRAY)

LAANG N38°08.69' W85°38.00' NOTAM FILE SDF.
NDB (LOM) 414 LK 293° 5.2 NM to Louisville Intl-Standiford Fld.

ST LOUIS

LAKE BARKLEY STATE PARK (See CADIZ)

LAKE CUMBERLAND RGNL (See SOMERSET)

LEBANON-SPRINGFIELD (See SPRINGFIELD)

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 4400 |
| 012° | TDZE | 1367 |
| | Apt Elev | 1381 |

RNAV (GPS) RWY 1

JACKSON/JULIAN CARROLL (JKL)



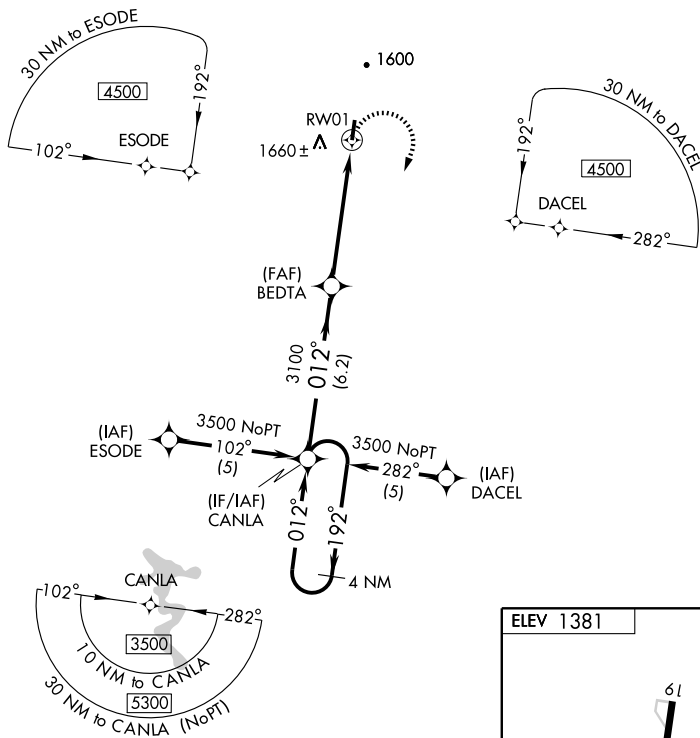
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 4500 direct CANLA WP and hold.

ASOS
118.375

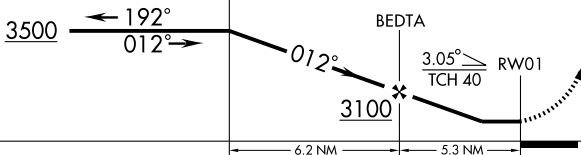
INDIANAPOLIS CENTER
126.57 253.5

UNICOM
122.8 (CTAF) 0



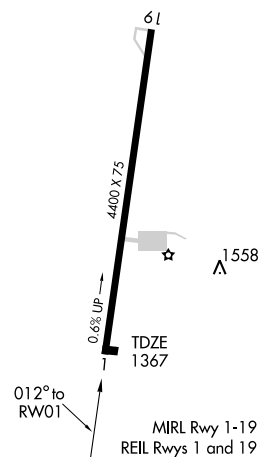
2093

4 NM
Holding Pattern



| CATEGORY | A | B | C | D |
|----------|--------------------|--------------------|--------------------|--------------------|
| RNAV | 1860-1 493 (500-1) | 1860-1 493 (500-1) | 1860-1 493 (500-1) | 1860-1 493 (500-1) |
| CIRCLING | 2020-1 639 (700-1) | 2020-1 639 (700-1) | 2020-1 639 (700-1) | 2020-1 639 (700-1) |

ELEV 1381



VOR/DME AZQ
111.2
Chan **49**

APP CRS
351°

Rwy Idg **4400**
TDZE **1367**
Apt Elev **1381**

VOR/DME RWY 1
JACKSON/JULIAN CARROLL (JKL)



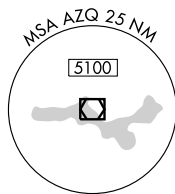
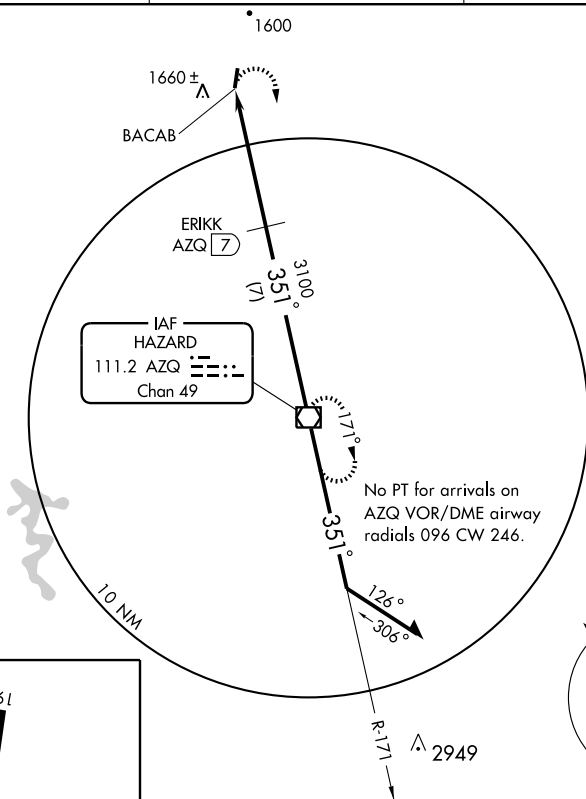
NA

MISSED APPROACH: Climbing right turn to 4500 direct AZQ VOR/DME and hold.

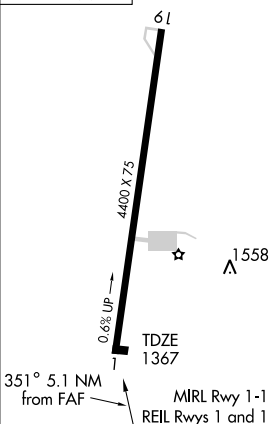
ASOS
118.375

INDIANAPOLIS CENTER
126.57 253.5

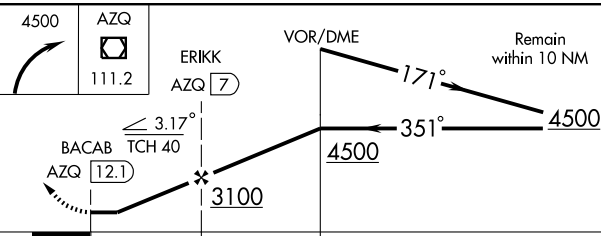
UNICOM
122.8 (CTAF) 0



ELEV 1381



| Knots | 60 | 90 | 120 | 150 | 180 |
|---------|----|----|-----|-----|-----|
| Min:Sec | | | | | |



| CATEGORY | A | B | C | D |
|----------|--------------------|---|----------------------|----------------------|
| S-1 | 1960-1 593 (600-1) | | 1960-1½ 593 (600-1½) | 1960-1¾ 593 (600-1¾) |
| CIRCLING | 2020-1 639 (700-1) | | 2020-1¾ 639 (700-1¾) | 2020-2 639 (700-2) |

JACKSON

JULIAN CARROLL (JKL) 4 NE UTC-5(-4DT) N37°35.63' W83°19.04'

1381 B NOTAM FILE JKL

RWY 01-19: H4400X75 (ASPH) S-12.5 MIRL 0.6% up N

RWY 01: REIL. Trees. **RWY 19:** REIL.

AIRPORT REMARKS: Attended continuously. MIRL Rwy 01-19 OTS indef.

REIL Rwy 01 and Rwy 19 OTS indef. ACTIVATE MIRL Rwy 01-19

and REIL Rwy 01 and Rwy 19—CTAF.

WEATHER DATA SOURCES: ASOS 118.375 (606) 666-2794

COMMUNICATIONS: CTAF/UNICOM 122.8

® **INDIANAPOLIS CENTER APP/DEP CON** 126.57

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

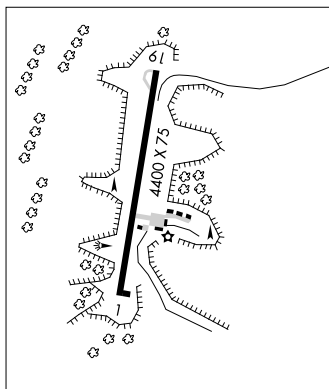
HAZARD (L) VOR/DME 111.2 AZQ Chan 49 N37°23.48'

W83°15.78' 352° 12.4 NM to fld. 1247/04W.

CINCINNATI

L-26G

IAP



JAMESTOWN

RUSSELL CO (K24) 2 NW UTC-6(-5DT) N37°00.58' W85°06.16'

1011 B S4 **FUEL** 100LL, JET A+ NOTAM FILE LOU

RWY 17-35: H5000X75 (ASPH) S-12 MIRL 1.0% up N

RWY 17: REIL. PAPI(P4L)-GA 4.0° TCH 36'. Trees.

RWY 35: REIL. PAPI(P4L)-GA 3.0° TCH 39'. Trees.

AIRPORT REMARKS: Attended 1400-2300Z±. Fuel after hrs, call 270-566-8558. Drag strip at old arpt, approximately 1 mile NE, Do Not mistake for rwy. Rwy 17-35 has isolated cracking.

ACTIVATE MIRL Rwy 17-35—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.6 (270) 343-5556.

COMMUNICATIONS: CTAF/UNICOM 123.0

INDIANAPOLIS CENTER APP/DEP CON 124.625

RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

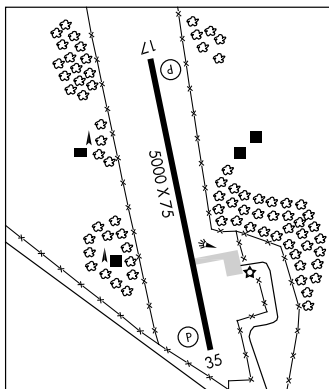
LIVINGSTON (L) VORTAC 108.4 LVT Chan 21 N36°35.07'

W85°10.00' 009° 25.7 NM to fld. 1020/02W.

ST LOUIS

H-9A, L-26F

IAP



JULIAN CARROLL (See JACKSON)

KENTUCKY DAM STATE PARK (See GILBERTSVILLE)

KYLE-OAKLEY FLD (See MURRAY)

LAANG N38°08.69' W85°38.00' NOTAM FILE SDF.
NDB (LOM) 414 LK 293° 5.2 NM to Louisville Intl-Standiford Fld.

ST LOUIS

LAKE BARKLEY STATE PARK (See CADIZ)

LAKE CUMBERLAND RGNL (See SOMERSET)

LEBANON-SPRINGFIELD (See SPRINGFIELD)

| | | |
|------------------------|----------|-------------|
| APP CRS 179° | Rwy Idg | 5000 |
| | TDZE | 1011 |
| | Apt Elev | 1011 |

RNAV (GPS) RWY 17
JAMESTOWN/ RUSSELL COUNTY (K24)

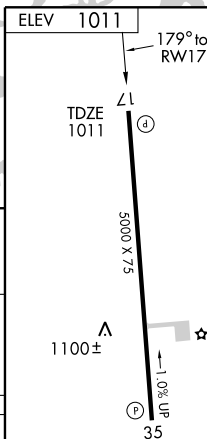
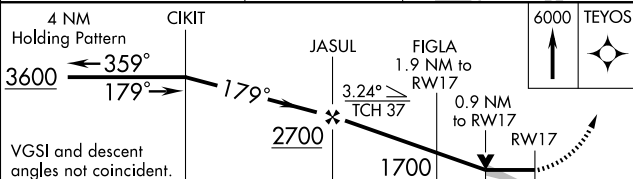
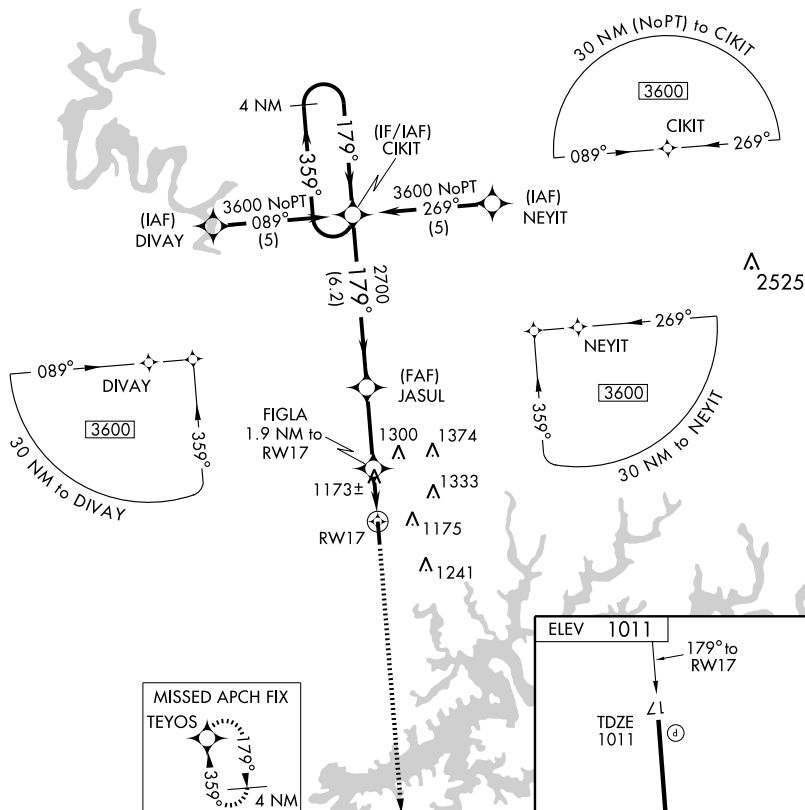
T If local altimeter setting not received, use Lake Cumberland Rgnl altimeter setting and increase all MDAs 160 feet. Procedure NA at night.
A NA VDP NA with Lake Cumberland Rgnl altimeter setting.
 GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6000 direct TEYOS WP and hold.

AWOS-3
119.6

INDIANAPOLIS CENTER
124.625 371.925

UNICOM
123.0 (CTAF) **L**



| CATEGORY | A | B | C | D |
|----------|-----------------------|-----------------------|----|----|
| LNAV MDA | 1440-1 | 429 (500-1) | NA | NA |
| CIRCLING | 1540-1 529 (600-1) | 1620-1 609 (700-1) | NA | NA |

MIRL Rwy 17-35 **L**
REIL Rwy 17 and 35

APP CRS **359°**
Rwy ldg **5000**
TDZE **967**
Apt Elev **1011**

RNAV (GPS) RWY 35

JAMESTOWN/ RUSSELL COUNTY (K24)

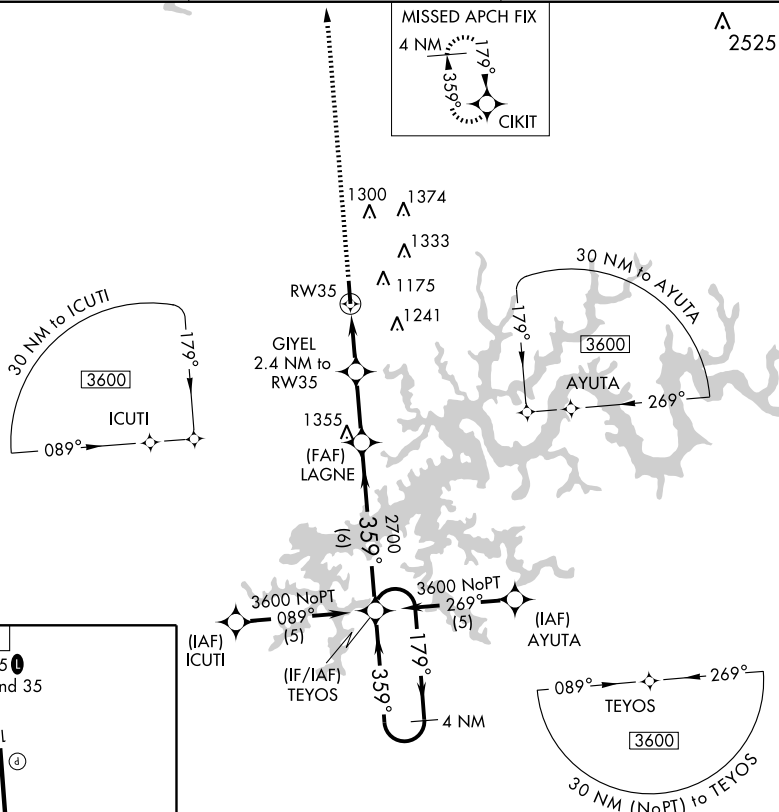
NA If local altimeter setting not received, use Lake Cumberland Rgnl altimeter setting and increase all MDAs 160 feet. Procedure NA at night.
VDP NA with Lake Cumberland Rgnl altimeter setting.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6000 direct CIKIT WP and hold.

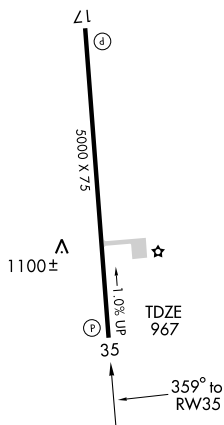
AWOS-3
119.6

INDIANAPOLIS CENTER
124.625 371.925

UNICOM
123.0 (CTAF) 0



ELEV **1011**
MIRL Rwy 17-35
REIL Rws 17 and 35



| | | | | | |
|----------|-----------------------|------------------------|--------------|--------|----------------------|
| 6000 | CIKIT | GYEL 2.4 NM to RW35 | LAGNE | TEYOS | 4 NM Holding Pattern |
| | | 1.3 NM to RW35 | 3.23° TCH 37 | 359° | 179° |
| | | 1820 | 2700 | 3600 | 3600 |
| | | 1.3 | 1.2 | 2.5 NM | 6 NM |
| CATEGORY | A | B | C | D | |
| LNAV MDA | 1400-1 | 433 (400-1) | NA | NA | |
| CIRCLING | 1540-1 529 (600-1) | 1620-1 609 (700-1) | NA | NA | |

LEITCHFIELD

GRAYSON CO

(M2Ø) 4 SE UTC-6(-5DT) N37°23.99' W86°15.68'

760 B FUEL 100LL TPA-1560 (800) NOTAM FILE LOU

RWY 02-20: H4000X60 (ASPH) S-12.5 MIRL

RWY 02: PAPI(P2L)-GA 3.0°TCH 27'. Trees.

RWY 20: PAPI(P2L)-GA 3.0°TCH 26'. Road.

AIRPORT REMARKS: Attended on call. Fuel avbl on call: 270-259-3081.

Rwy 02-20 2% downslope for Rwy 20. ACTIVATE MIRL Rwy 02-20,
VASI Rwy 02 and Rwy 20 and rotating bcn-CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

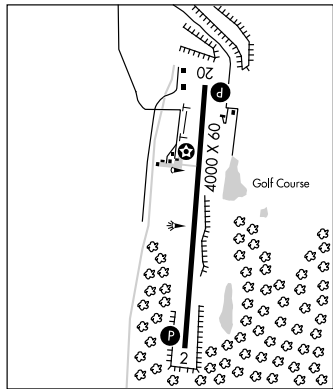
RADIO AIDS TO NAVIGATION: NOTAM FILE BWG.

BOWLING GREEN (H) VORTACW 117.9 BWG Chan

126 N36°55.73' W86°26.61' 015° 29.5 NM to fld.
565/02E.

ST LOUIS

L-16J



LEWISPORT

HANCOCK CO-RON LEWIS FLD

(KY8) 3 NE UTC-5(-4DT) N37°57.19' W86°51.43'

412 B FUEL 100LL NOTAM FILE KYB

RWY 05-23: H4000X75 (ASPH) S-16.5 MIRL

RWY 05: REIL. Trees.

RWY 23: REIL. Trees.

AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 05-23, REIL Rwy 05 and Rwy 23-CTAF.

WEATHER DATA SOURCES: AWOS-3 119.775 (270) 295-3565.

COMMUNICATIONS: CTAF/UNICOM 123.0

EVANSVILLE APP/DEP CON 126.4

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

CENTRAL CITY (L) VORTAC 109.8 CCT Chan 35 N37°22.95' W87°15.82' 030° 39.3 NM to fld. 450/01W.

ST LOUIS

L-16I

IAP

APP CRS **045°**
 Rwy Idg **4000**
 TDZE **411**
 Apt Elev **412**

RNAV (GPS) RWY 5

LEWISPORT/ HANCOCK CO-RON LEWIS FIELD (KY8)

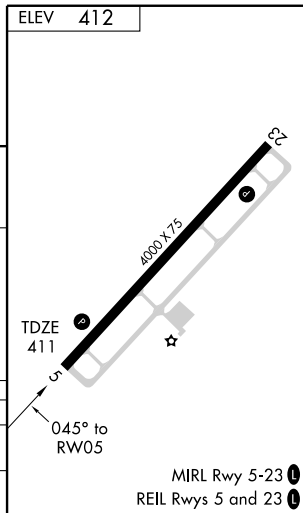
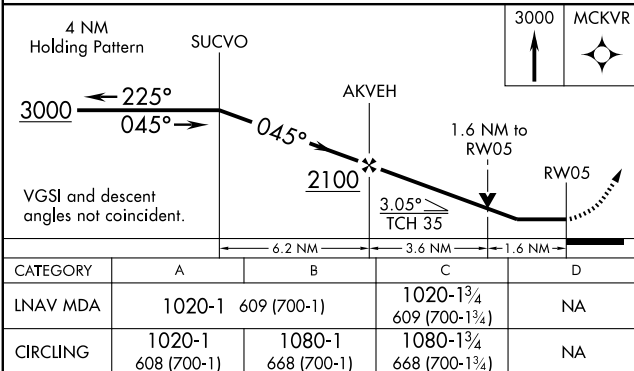
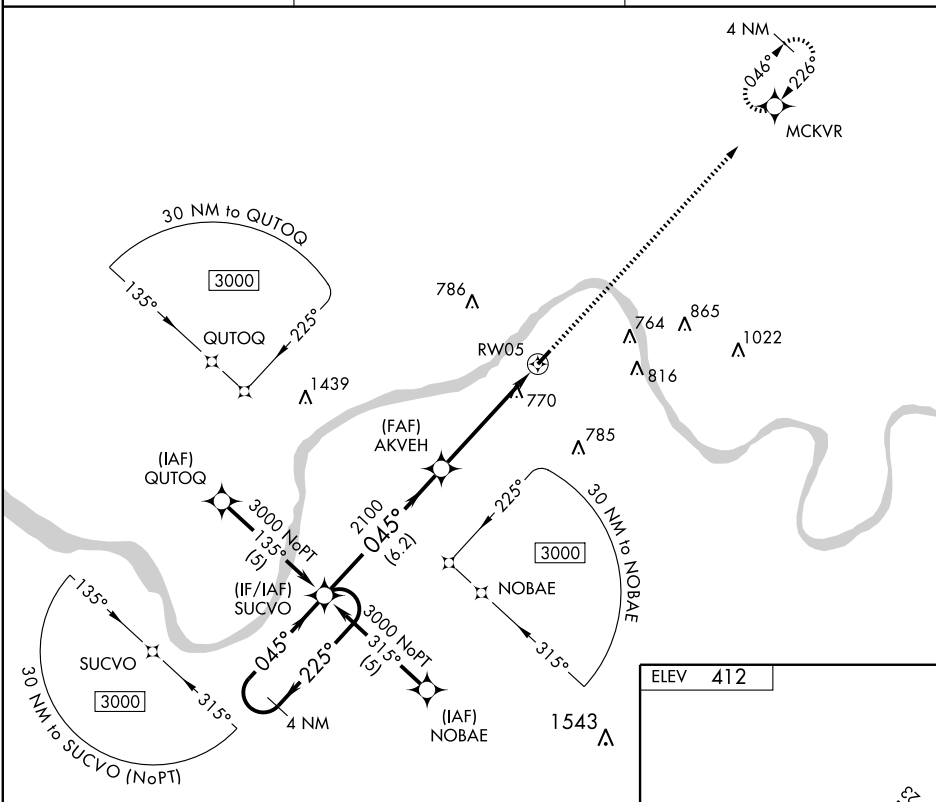
▼ DME/DME RNP-0.3 NA. When VGSI INOP, Circling Rwy 23 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Owensboro altimeter setting and increase all MDA 60 feet and increase Circling Cat C visibility ¼ mile.

MISSED APPROACH:
 Climb to 3000 direct MCKVR and hold.

AWOS-3
119.775

EVANSVILLE APP CON ★
126.4 226.4

UNICOM
123.0 (CTAF) 0



LEWISPORT, KENTUCKY
 Orig-A 06MAY10

LEWISPORT/ HANCOCK CO-RON LEWIS FIELD (KY8)

37° 57'N - 86° 51'W

RNAV (GPS) RWY 5

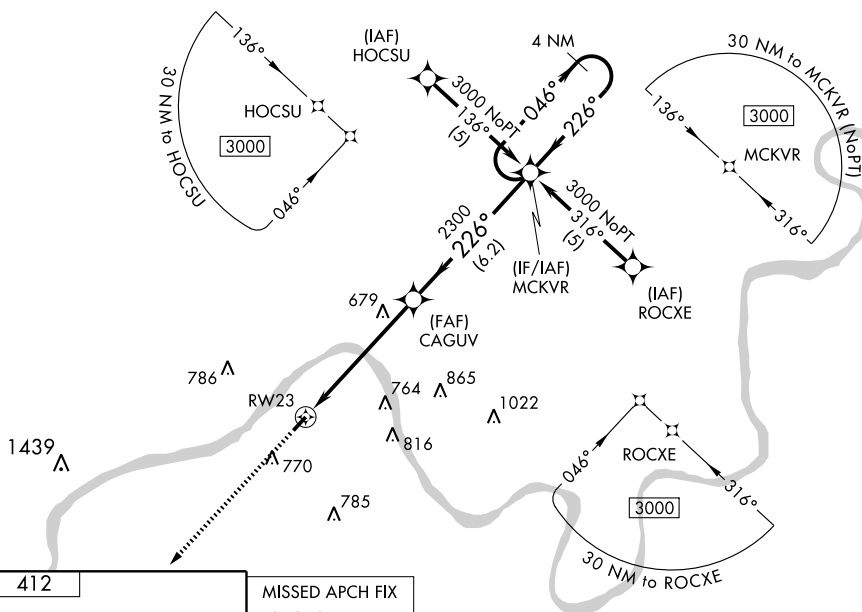
MIRL Rwy 5-23 0
 REIL Rwy 5 and 23 0

SE-1, 23 SEP 2010 to 21 OCT 2010

SE-1, 23 SEP 2010 to 21 OCT 2010

LEWISPORT/ HANCOCK CO-RON LEWIS FIELD (KY8)

MISSED APPROACH:
Climb to 3000 direct
SUCVO and hold

UNICOM
123.0 (CTAF) **L**

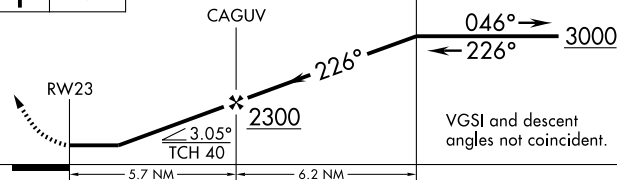
MISSED APCH FIX



3000
↑

SUCVO

MCKVR 4 NM Holding Pattern



| CATEGORY | A | B | C | D |
|----------|----------------------|-----------------------|-------------------------|----|
| INAV MDA | 940-1 | 528 (600-1) | 940-1½ 528 (600-1½) | NA |
| CIRCLING | 980-1 568 (600-1) | 1080-1 668 (700-1) | 1080-1¾ 668 (700-1¾) | NA |

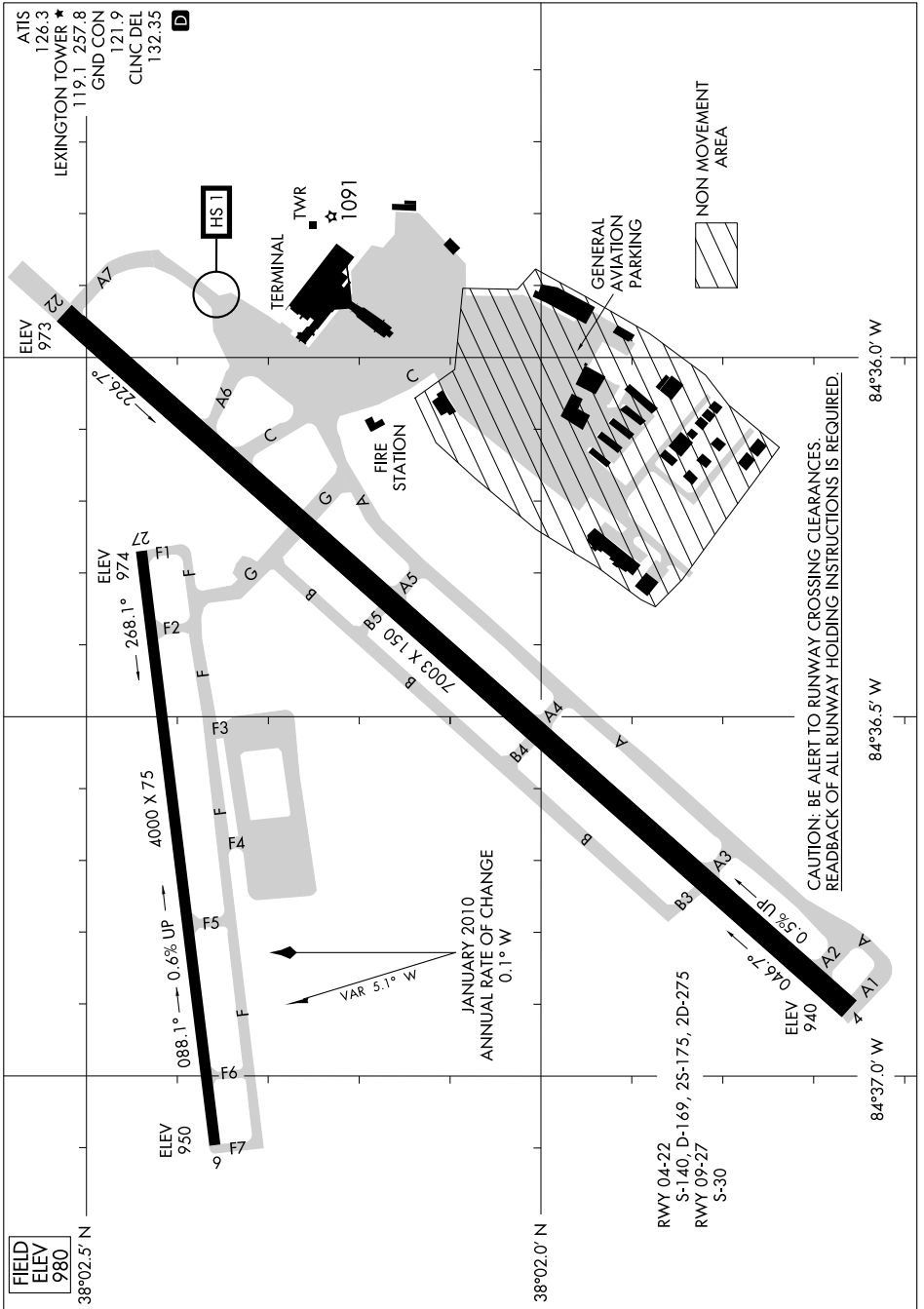
37° 57'N - 86° 51'W

RNAV (GPS) RWY 23

SE-1, 23 SEP 2010 to 21 OCT 2010

SE-1. 23 SEP 2010 to 21 OCT 2010

SE-1, 23 SEP 2010 to 21 OCT 2010



SE-1. 23 SEP 2010 to 21 OCT 2010

LEXINGTON

BLUE GRASS (LEX) 4 W UTC-5(-4DT) N38°02.21' W84°36.52'

980 B S4 FUEL 100LL, JET A OX 1, 2, 3 LRA Class I, ARFF Index B
NOTAM FILE LEX

RWY 04-22: H7003X150 (ASPH-GRVD) S-140, D-169, 2S-175,
2D-275 HIRL CL 0.5% up NE

RWY 04: MALSR. TDZL. PAPI(P4L)—GA 3.0°TCH 60'. Tree.

RWY 22: REIL. PAPI(P4L)—GA 3.0°TCH 60'. Tree.

RWY 09-27: H4000X75 (CONC) S-30 0.6% up E

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA-7003 TODA-7003 ASDA-7003 LDA-6603

RWY 09: TORA-4000 TODA-4000 ASDA-4000 LDA-4000

RWY 22: TORA-7003 TODA-7003 ASDA-7003 LDA-6603

RWY 27: TORA-4000 TODA-4000 ASDA-4000 LDA-4000

AIRPORT REMARKS: Attended continuously. Rwy 09-27 VFR ops only.

U.S. Customs user fee arpt. AER 22 has painted mural on retaining wall before rwy thld—gives illusion of elevated bridge structure can be distracting on apch. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: ASOS (859) 281-5700. LLWAS.

COMMUNICATIONS: ATIS 126.3 UNICOM 122.95

(R) LEXINGTON APP/DEP CON 120.75 (221°-039°) 120.15 133.4
(040°-220°)

LEXINGTON TOWER 119.1 **GND CON** 121.9 **CLNC DEL** 132.35

AIRSPACE: CLASS C svc continuous ctc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE LEX.

LEXINGTON (L) VORTAC 112.6 HYK Chan 73 N37°57.98' W84°28.35' 303° 7.7 NM to fld. 1039/00E.

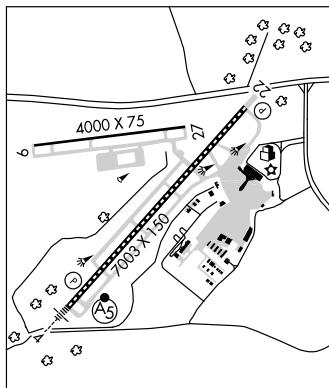
BLAYD NDB (MHW/LOM) 242 LE N37°59.22' W84°39.62' 043° 3.9 NM to fld.

BRIDL NDB (LOM) 340 GN N38°07.47' W84°30.42' 227° 7.1 NM to fld.

ILS 110.1 I-LEX Rwy 04. Class IE. LOM BLAYD NDB. GS unusable 0.3 NM to thld.

ILS 111.75 I-GNJ Rwy 22. Class IA. LOM BRIDL NDB. LOC unusable byd 20° left and right of course.

LOC unusable 0.7 NM to thld.



LEXINGTON N37°57.98' W84°28.35' NOTAM FILE LEX.

(L) **VORTAC** 112.6 HYK Chan 73 304° 7.6 NM to Blue Grass. 1039/00E.

RCO 122.1R 112.6T (LOUISVILLE RADIO)

CINCINNATI

H-10G, L-26F, 27E

LIBERTY-CASEY CO (I53) 7 W UTC-5(-4DT) N37°18.51' W85°03.55'

1040 NOTAM FILE LOU

RWY 01-19: H3000X60 (ASPH)

RWY 01: Trees. **RWY 19:** Road.

AIRPORT REMARKS: Unattended. VFR ops dalgt only. Trees and elevations of land to left and right of apch to Rwy 19 penetrate transitional surface. Rwy 01 lgtd and marked radio twr 310' vicinity of rwy.

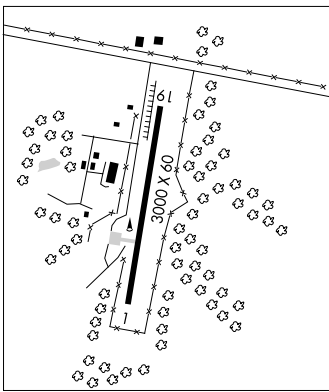
COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

NEW HOPE (L) VOR/DME 110.8 EWO Chan 45 N37°37.91'
W85°40.55' 122° 35.3 NM to fld. 960/01E.

ST LOUIS

L-26F



CLEGG THREE ARRIVAL (CLEGG.CLEGG3)

LEXINGTON, KENTUCKY

LEXINGTON APP CON
120.15 259.3
LEXINGTON BLUE GRASS ATIS
126.3

CINCINNATI
117.3 CVG
Chan 120
N39° 00.96' - W84° 42.20'
L-26-27, H-10

WARSA
N38° 45.80' - W84° 56.89'
**VERTICAL NAVIGATION
PLANNING INFORMATION**
Expect to cross at 14000'.

FALMOUTH
117.0 FLM
Chan 117

NABB
112.4 ABB
Chan 71

NERVE
N38° 36.94' - W85° 05.42'
**VERTICAL NAVIGATION
PLANNING INFORMATION**
Expect to cross at 12000'.

LOUISVILLE
114.8 IUU
Chan 95

CLEGG
N38° 11.15' - W84° 54.14'

LEXINGTON
112.6 HYK
Chan 73
N37° 57.98' - W84° 28.35'

NOTE: RADAR Required.

ARRIVAL DESCRIPTION

CINCINNATI TRANSITION (CVG.CLEGG3):

From over CVG VORTAC via CVG R-221 to RDSTN INT then via HYK VORTAC R-303 to CLEGG INT. Thence...

...From over CLEGG INT via HYK R-303 to HYK VORTAC.
Expect radar vectors to final approach course after CLEGG INT.

NOTE: Chart not to scale.

CLEGG THREE ARRIVAL (CLEGG.CLEGG3)

LEXINGTON, KENTUCKY

BLUE GRASS

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

| CITY/AIRPORT | HOT SPOT | DESCRIPTION* |
|---------------------|----------|--|
| KNOXVILLE, TN | | |
| MC GHEE TYSON (TYS) | HS 1 | Holding position marking for full length of Rwy 23L just beyond Twy A8 on Twy A. |
| | HS 2 | Ramp exit Twy R5 short distance from Twy A. |
| | HS 3 | Ramp exit Twy R4 short distance from Twy A. |
| | HS 4 | Acft taxing on Twy B4 southeast bound sometimes fail to hold short of Rwy 23L |
| LEXINGTON, KY | | |
| BLUE GRASS (LEX) | HS 1 | Rwy 27 apch hold occurs prior to Rwy 22 hold line. |
| LOUISVILLE, KY | | |
| BOWMAN FIELD (LOU) | HS 1 | Twys int in close proximity to the crossing rwy. |
| PADUCAH, KY | | |
| BARKLEY RGNL (PAH) | HS 1 | Rwy 14-32 at Twy F confused as a twy. |
| | HS 2 | Rwy 04-22 at Twy C confused as a twy. |
| | HS 3 | Twy W South at Rwy 04: Short taxi after turn. |

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

| | | | |
|---------------------------|------------------------|-----------------------------|---|
| LOC I-LEX 110.1 | APP CRS 046° | Rwy Idg TDZE Apt Elev | 6603 971 979 |
|---------------------------|------------------------|-----------------------------|---|

ILS or LOC RWY 4

LEXINGTON/BLE GRASS (LEX)

▼
▲ Inoperative table does not apply to S-ILS. For inoperative
MALSR increase S-LOC all Cats visibility to RVR 5000.
If local altimeter setting not received, use Capital City
altimeter setting and increase DA to 1234 and all MDAs
80 feet. Visibility reduction by helicopters NA.



MISSED APPROACH: Climb to 2000,
then climbing right turn to 3100 direct
HYK VORTAC and hold, continue
climb-in-hold to 3100.

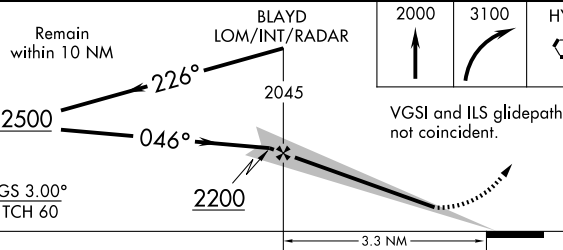
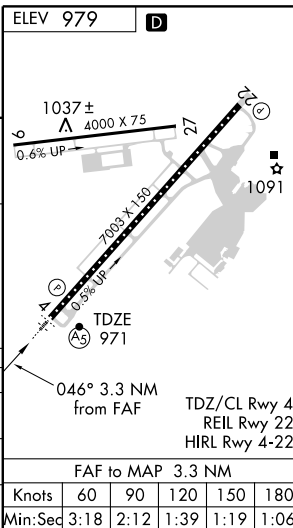
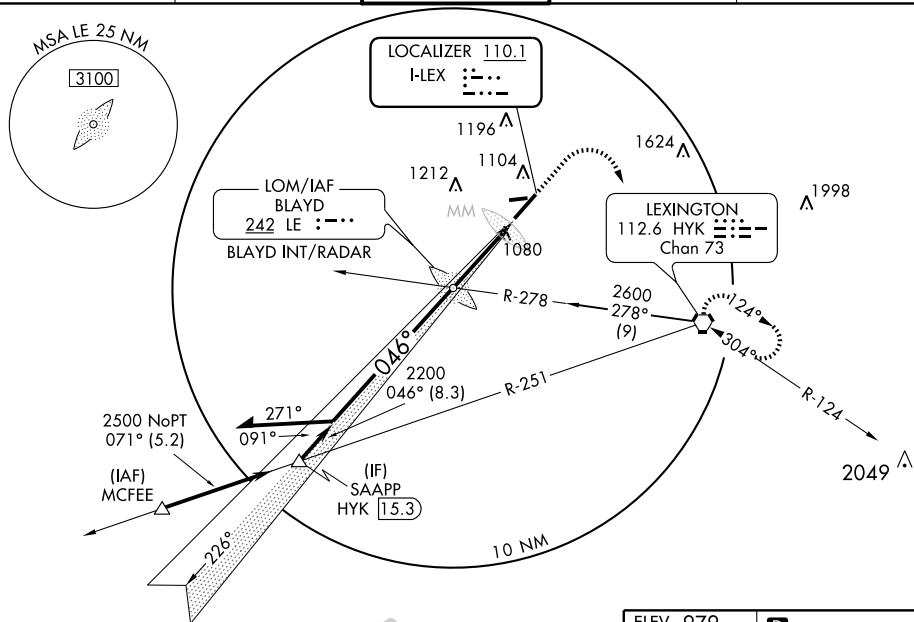
ATIS
126.3

LEXINGTON APP CON
120.15 259.3

LEXINGTON TOWER
119.1 257.8

GND CON
121.9

CLNC DEL
132.35



| CATEGORY | A | B | C | D |
|----------|-----------------------|-----------------------|-------------------------|-----------------------|
| S-ILS 4 | 1171/40 | 200 (200-¾) | | |
| S-LOC 4 | 1300/40 | 329 (400-¾) | | |
| CIRCLING | 1420-1 441 (500-1) | 1440-1 461 (500-1) | 1440-1½ 461 (500-1½) | 1540-2 561 (600-2) |

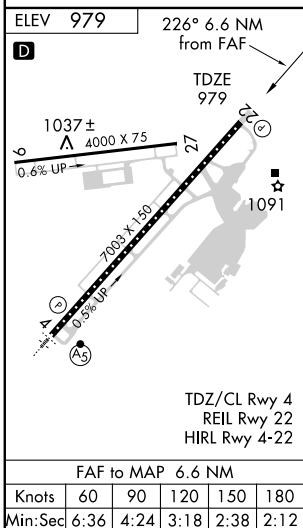
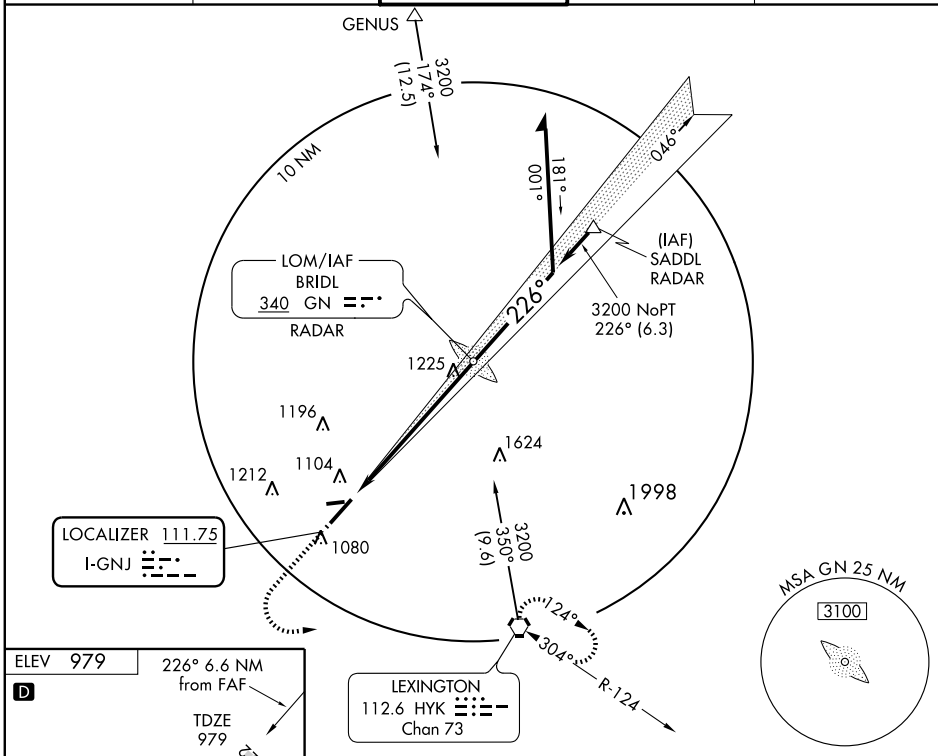
| | | |
|-----------------------------------|------------------------|---|
| LOC I-GNJ <u>111.75</u> | APP CRS 226° | Rwy Idg 6603 TDZE 979 Apt Elev 979 |
|-----------------------------------|------------------------|---|

ILS or LOC RWY 22
LEXINGTON/BLUE GRASS (LEX)

T If local altimeter setting not received, use Capital City altimeter setting and increase DA to 1242 and all MDAs 80 feet.
A Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3100 direct HYK VORTAC and hold, continue climb-in-hold to 3100.

| | | | | |
|---------------|-----------------------------------|--------------------------------|------------------|--------------------|
| ATIS 126.3 | LEXINGTON APP CON 120.15 259.3 | LEXINGTON TOWER 119.1 257.8 | GND CON 121.9 | CLNC DEL 132.35 |
|---------------|-----------------------------------|--------------------------------|------------------|--------------------|



2000 ↑

3100 ↗

HYK

VGSI and ILS glidepath not coincident.

LOM

3149

046°

Remain within 10 NM

3200

226°

3200

GS 3.00° TCH 55

6.6 NM

| CATEGORY | A | B | C | D |
|----------|---|---|---|---|
| S-ILS 22 | 1179- ³ / ₄ 200 (200- ³ / ₄) | | | |
| S-LOC 22 | 1520-1 541 (600-1) | 1520-1 ¹ / ₂ 541 (600-1 ¹ / ₂) | 1520-1 ³ / ₄ 541 (600-1 ³ / ₄) | |
| CIRCLING | 1520-1 541 (600-1) | 1520-1 ¹ / ₂ 541 (600-1 ¹ / ₂) | 1540-2 561 (600-2) | |

| | | | |
|--|------------------------|---|---|
| WAAS CH 70401 W04A | APP CRS 046° | Rwy Idg TDZE 971 Apt Elev 979 | 6603 971 979 |
|--|------------------------|---|---|

RNAV (GPS) RWY 4

LEXINGTON/BLE GRASS (LEX)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). If local altimeter setting not received, use Capital City altimeter setting and increase all DAs 63 feet and all MDAs 80 feet. Baro-VNAV and VDP NA when using Capital City altimeter setting. DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV all Cts visibilities to RVR 5000, and LNAV Cts A, B, C to RVR 5000, Cat D to RVR 6000. Visibility reduction by helicopters NA.

MALSR



MISSED APPROACH:
Climb to 3200 direct
UPRAW and hold.

ATIS
126.3

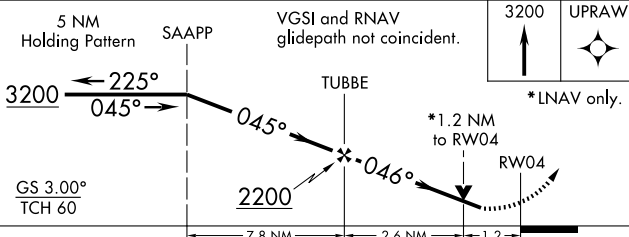
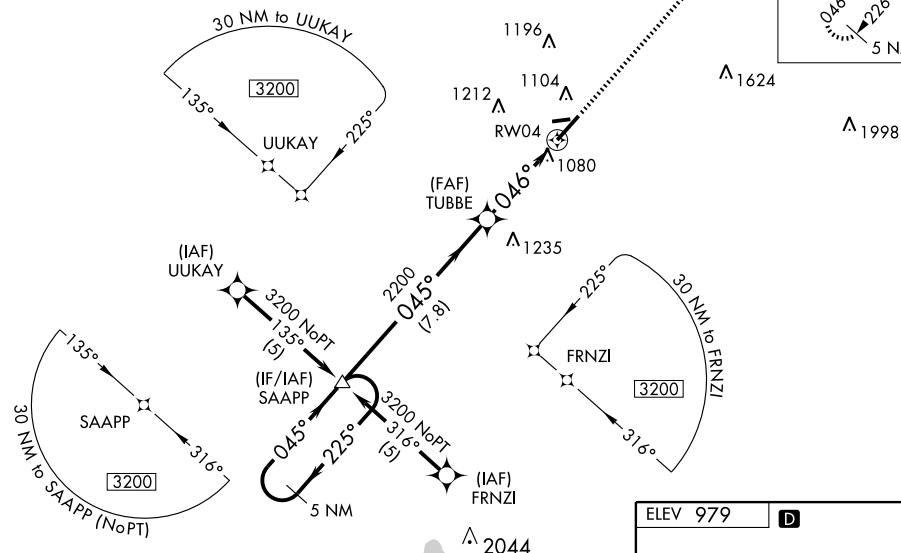
LEXINGTON APP CON
120.15 259.3

LEXINGTON TOWER
119.1 257.8

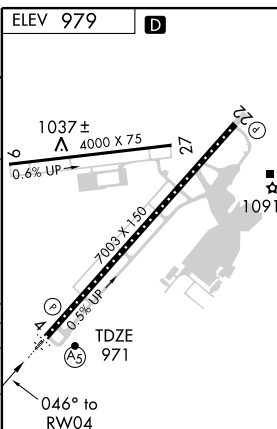
GND CON
121.9

CLNC DEL
132.35

MISSED APCH FIX
UPRAW



| CATEGORY | A | B | C | D |
|--------------|-------------------------|-------------|--------------|-----------------------|
| LPV DA | 1274/40 | 303 (300-¾) | | |
| LNAV/VNAV DA | 1362/50 | 391 (400-1) | | |
| LNAV MDA | 1340/40 | 369 (400-¾) | 1340/50 | 369 (400-1) |
| CIRCLING | 1420-1½ 441 (500-1½) | 1440-1½ | 461 (500-1½) | 1540-2 561 (600-2) |



TDZ/CL Rwy 4
REIL Rwy 22
HIRL Rwy 4-22

| | | |
|--|------------------------|---|
| WAAS CH 86918 W09A | APP CRS 087° | Rwy Idg TDZE Apt Elev 967 980 |
|--|------------------------|---|

RNAV (GPS) RWY 9

LEXINGTON/BLE GRASS (LEX)

▼ Straight-in minimums NA at night. Baro-VNAV NA when using Frankfort altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP NA with Frankfort altimeter setting. When local altimeter setting not received, use Frankfort altimeter setting and increase all DA 63 feet and all MDA 80 feet; increase LPV, LNAV/VNAV all Cats, LNAV Cat C and D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct REBAA and hold.

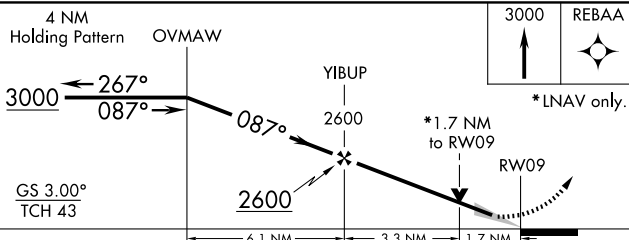
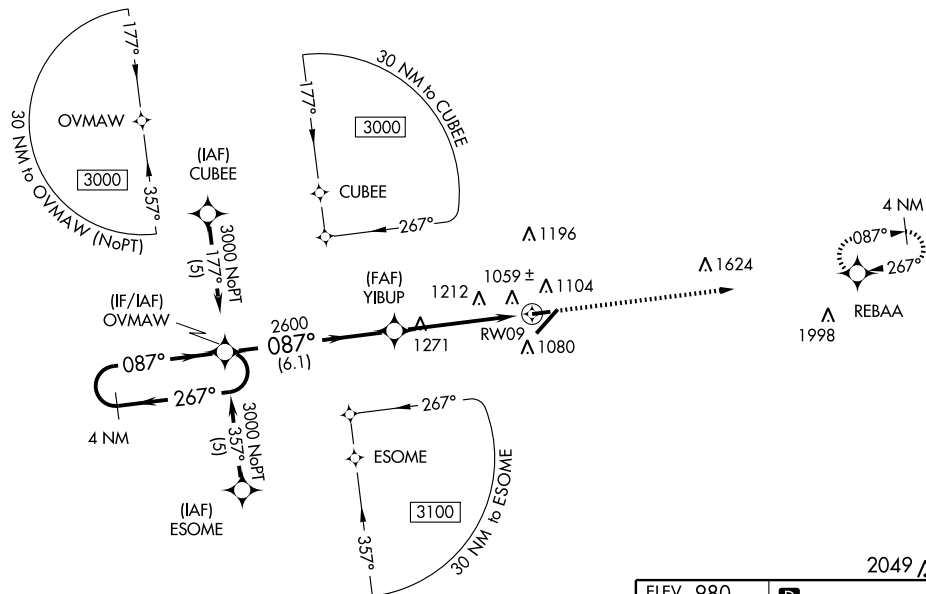
ATIS
126.3

LEXINGTON APP CON
120.15 259.3

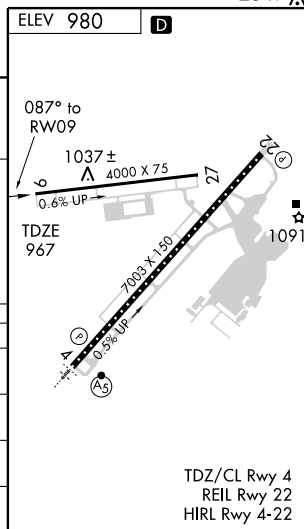
LEXINGTON TOWER
119.1 257.8

GND CON
121.9

CLNC DEL
132.35



| CATEGORY | A | B | C | D |
|--------------|--------|-------------|-------------------------|-----------------------|
| LPV DA | | 1217-1 | 250 (300-1) | |
| LNAV/VNAV DA | | 1359-1½ | 392 (400-1½) | |
| LNAV MDA | | 1540-1 | 573 (600-1) | |
| CIRCLING | 1540-1 | 560 (600-1) | 1540-1½ 560 (600-1½) | 1540-2 560 (600-2) |



| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 90201 W22A | APP CRS 226° | Rwy Idg TDZE Apt Elev | 6603 979 979 |
|--|------------------------|-----------------------------|---|

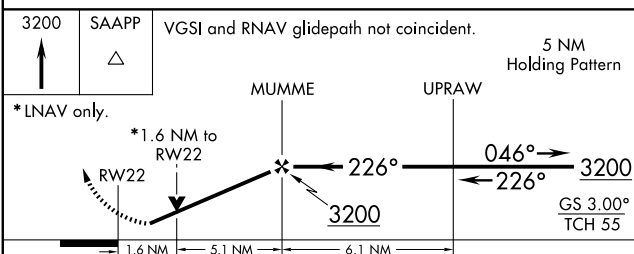
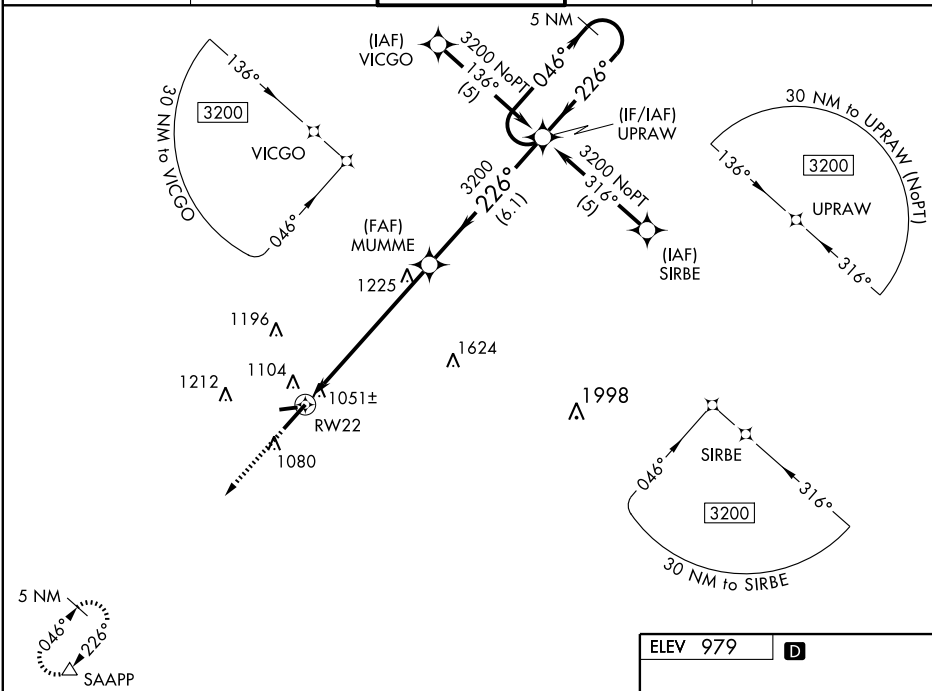
RNAV (GPS) RWY 22

LEXINGTON/BLUE GRASS (LEX)

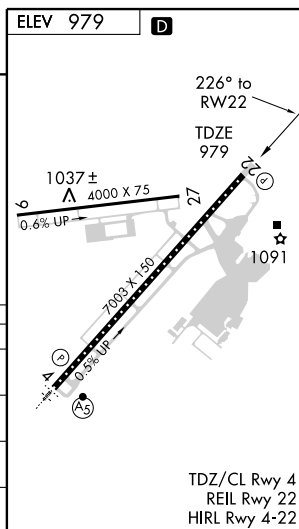
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Capital City altimeter setting and increase all DAs 63 feet and all MDAs 80 feet. Baro-VNAV and VDP NA when using Capital City altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH:
Climb to 3200 direct
SAAPP and hold.

| | | | | |
|----------------------|--|---------------------------------------|-------------------------|---------------------------|
| ATIS 126.3 | LEXINGTON APP CON 120.15 259.3 | LEXINGTON TOWER 119.1 257.8 | GND CON 121.9 | CLNC DEL 132.35 |
|----------------------|--|---------------------------------------|-------------------------|---------------------------|



| CATEGORY | A | B | C | D |
|--------------|----------------------|----------------------|----------------------|---|
| LPV DA | 1267-1 | 288 (300-1) | | |
| LNAV/VNAV DA | 1332-1¼ | 353 (400-1¼) | | |
| LNAV MDA | 1520-1 541 (600-1) | 1520-1½ 541 (600-1½) | 1520-1¾ 541 (600-1¾) | |
| CIRCLING | 1520-1¼ 541 (600-1¼) | 1520-1½ 541 (600-1½) | 1540-2 561 (600-2) | |



| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 78218 W27A | APP CRS 267° | Rwy Idg TDZE Apt Elev | 4000 974 980 |
|--|------------------------|-----------------------------|---|

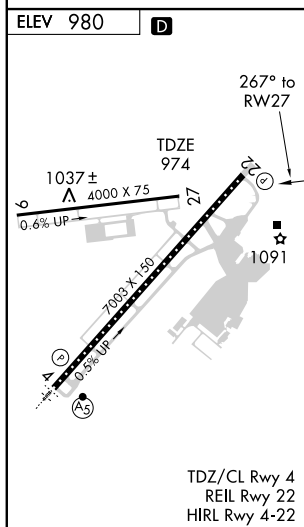
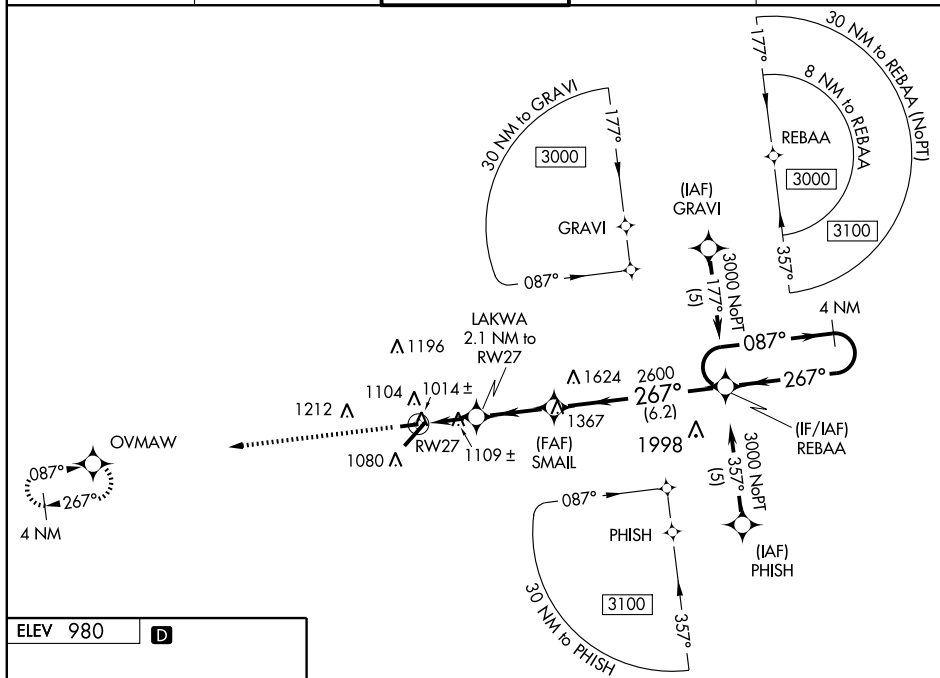
RNAV (GPS) RWY 27

LEXINGTON/BLUE GRASS (LEX)

▼ Straight-in minimums NA at night. Baro-VNAV NA when using Frankfort altimeter setting.
 ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Frankfort altimeter setting and increase all DA 63 feet and all MDA 80 feet; increase LNAV/VNAV all Cats and LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct OVMW and hold.

| | | | | |
|----------------------|--|---------------------------------------|-------------------------|---------------------------|
| ATIS 126.3 | LEXINGTON APP CON 120.15 259.3 | LEXINGTON TOWER 119.1 257.8 | GND CON 121.9 | CLNC DEL 132.35 |
|----------------------|--|---------------------------------------|-------------------------|---------------------------|



| | | | | |
|--------------|-----------------------|------------------------|-------------------------|-------------------------|
| | 3000 | OVMW | | 4 NM Holding Pattern |
| | *LNAV only. | LAKWA 2.1 NM to RWY 27 | SMAL 2.8 NM to RWY 27 | REBAA |
| | | *1680 | 2600 | 2600 |
| | | 2.1 NM | 2.8 NM | 6.2 NM |
| CATEGORY | A | B | C | D |
| LPV DA | 1224-1 | 250 (300-1) | | |
| LNAV/VNAV DA | 1372-1½ | 398 (400-1½) | | |
| LNAV MDA | 1360-1 | 386 (400-1) | | 1360-1¼ 386 (400-1¼) |
| CIRCLING | 1420-1 440 (500-1) | 1440-1 460 (500-1) | 1440-1½ 460 (500-1½) | 1540-2 560 (600-2) |

| | | | |
|--|------------------------|-----------------------------|--|
| VORTAC HYK 112.6 Chan 73 | APP CRS 304° | Rwy Idg TDZE Apt Elev | N/A N/A 979 |
|--|------------------------|-----------------------------|--|

VOR-A

LEXINGTON/ BLUE GRASS (LEX)

T If local altimeter setting not received, use Capital City
A altimeter setting and increase all MDAs 80 feet.

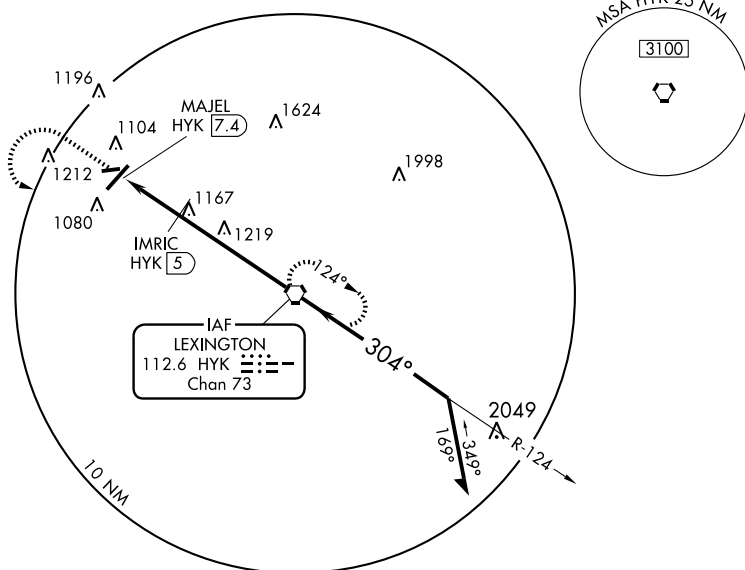
MISSED APPROACH: Climb to 3100 then left turn direct HYK VORTAC and hold.

ATIS
126.3

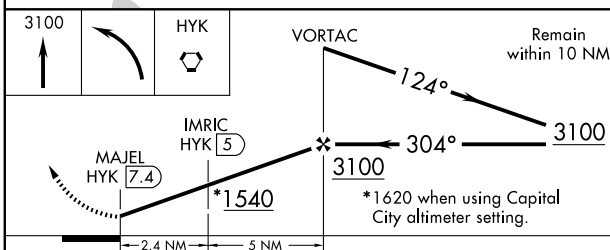
LEXINGTON APP CON
120.15 259.3

LEXINGTON TOWER
119.1 257.8

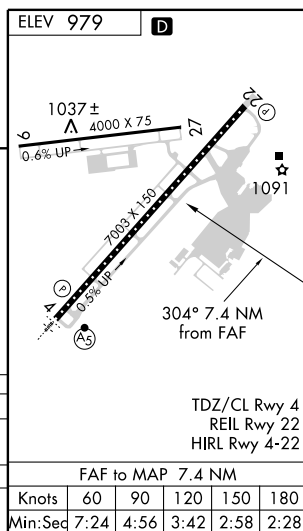
GND CON
121.9

CLNC DEL
132.35

SE-1. 23 SEP 2010 to 21 OCT 2010



| CATEGORY | A | B | C | D |
|--------------------|--------|-------------|-------------------------|-----------------------|
| CIRCLING | 1540-1 | 561 (600-1) | 1540-1½ 561 (600-1½) | 1540-2 561 (600-2) |
| IMRIC FIX MINIMUMS | | | | |
| CIRCLING | 1460-1 | 481 (500-1) | 1460-1½ 481 (500-1½) | 1540-2 561 (600-2) |



LEXINGTON, KENTUCKY

Amdt 9A 10210

LEXINGTON/BLUE GRASS (LEX)

VOR-A

38° 02'N - 84° 37'W

LONDON—CORBIN ARPT—MAGEE FLD (LOZ) 3 S UTC-5(-4DT) N37°05.21' W84°04.64'

CINCINNATI

1212 B S4 FUEL 100LL, JET A1+ OX 1, 3 NOTAM FILE LOZ

H-9A, L-26G

RWY 06-24: H5750X150 (ASPH) S-71, D-95, 2S-120, 2D-151 MIRL 0.5% up SW IAP

RWY 06: REIL. PAPI(P4L)—GA 3.0°TCH 48'. Thld dsplcd 100'. Tree.

RWY 24: REIL. PAPI(P4L)—GA 4.0°TCH 73'. Thld dsplcd 550'.

Tower.

AIRPORT REMARKS: Attended dawn-dusk. Small flocks of migrating birds on and in/ovf arpt. PAEW Rwy 06-24 750' north. Ultralight activity 5 NM SW of arpt. ACTIVATE MIRL Rwy 06-24 and REIL Rwy 06 and 24—CTAF.

WEATHER DATA SOURCES: ASOS 119.075 (606) 877-1699.

HIWAS 116.1 LOZ.

COMMUNICATIONS: CTAF 123.0 UNICOM 123.0

RCO 122.65 122.2 122.1R 116.1T (LOUISVILLE RADIO)

⑧ INDIANAPOLIS CENTER APP/DEP CON 124.625

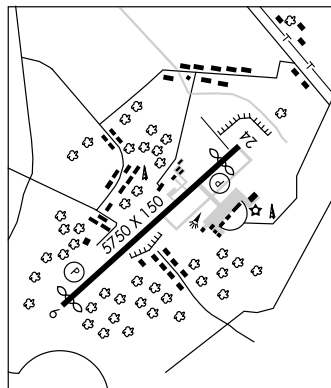
RADIO AIDS TO NAVIGATION: NOTAM FILE LOZ.

(L) VORTAC 116.1 LOZ Chan 108 N37°01.99' W84°06.60'

029° 3.6 NM to fld. 1245/03W. HIWAS.

VOR portion unusable 012°-060° byd 7 NM blo 10,500'.

ILS/DME 110.9 I-LOZ Chan 46 Rwy 06.

**LOUISVILLE** N38°06.21' W85°34.65' NOTAM FILE LOU.

ST LOUIS

(H) VORTAC 114.8 IIU Chan 95 330° 8.5 NM to Bowman Fld. 720/01E.

H-5E, 10F, L-26F, 27E

VOR portion unusable 285°-093° blo 10,000'.

RCO 122.45 122.2 122.1R (LOUISVILLE RADIO)

LOUISVILLE**BOWMAN FLD** (LOU) 5 SE UTC-5(-4DT) N38°13.68' W85°39.82'

ST LOUIS

546 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LRA NOTAM FILE LOU

L-27E

RWY 06-24: H4326X75 (ASPH) S-30 MIRL 0.3% up SW. IAP, AD

RWY 06: PAPI(P2L)—GA 4.0° TCH 48'. Thld dsplcd 813'. Trees.

RWY 24: REIL. PAPI(P2L)—GA 3.8° TCH 42'. Thld dsplcd 307'.

Trees.

RWY 15-33: H3579X75 (ASPH) S-30 MIRL 0.6% up NW.

RWY 15: VASI(V4L)—GA 3.0°TCH 31'. Thld dsplcd 206'. Tree.

RWY 33: REIL. VASI(V4L)—GA 3.0°TCH 42'. Thld dsplcd 341'.

Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA-4047 TODA-4357 ASDA-4316 LDA-3469

RWY 15: TORA-3238 TODA-3579 ASDA-3579 LDA-3373

RWY 24: TORA-3509 TODA-4357 ASDA-4165 LDA-3856

RWY 33: TORA-3373 TODA-3579 ASDA-3466 LDA-3125

AIRPORT REMARKS: Attended 1100-0300Z±. Be alert for birds on and in/ovf arpt during daylight hrs. Stage 3 compliance required for turbojet acft. PPR for all acft over 30,000 lbs GWT. Call arpt manager 502-368-6524 for PPR. When twr clsd training opr prohibited. ACTIVATE MIRL Rwy 06-24 and Rwy 15-33—CTAF. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—Terminal Area Graphic Notice.

WEATHER DATA SOURCES: ASOS (502) 473-0693.**COMMUNICATIONS:** CTAF 119.5 ATIS 118.275 UNICOM 122.95

LOUISVILLE RCO 122.45 122.2 122.1R (LOUISVILLE RADIO)

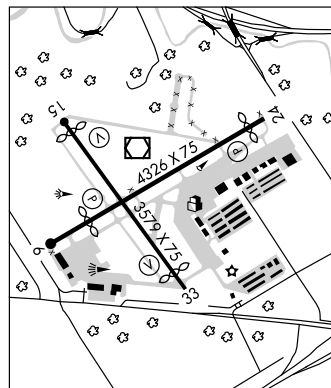
⑧ LOUISVILLE APP/DEP CON 132.075(E) 123.675(W)

TOWER 119.5 (1200-0300Z±) GND CON 121.8 CLNC DEL 118.9

AIRSPACE: CLASS D svc 1200-0300Z± other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE LOU.

(T) VOR/DME 112.2 BQM Chan 59 N38°13.81' W85°39.89' at fld. 540/01W. VOR portion unusable 073°-063° blo 4000'.

LAANG NDB (LOM) 414 LK N38°08.70' W85°38.00' 347° 5.2 NM fld. NOTAM FILE SDF.

COMM/NAV/WEATHER REMARKS: Ctc Louisville Radio for airport advisory service on 119.5 when twr is clsd.

LOC/DME I-LOZ

110.9

APP CRS

057°

Rwy Idg

5650

TDZE

1212

Apt Elev

1212**ILS or LOC RWY 6**

LONDON-CORBIN AIRPORT-MAGEE FIELD (LOZ)

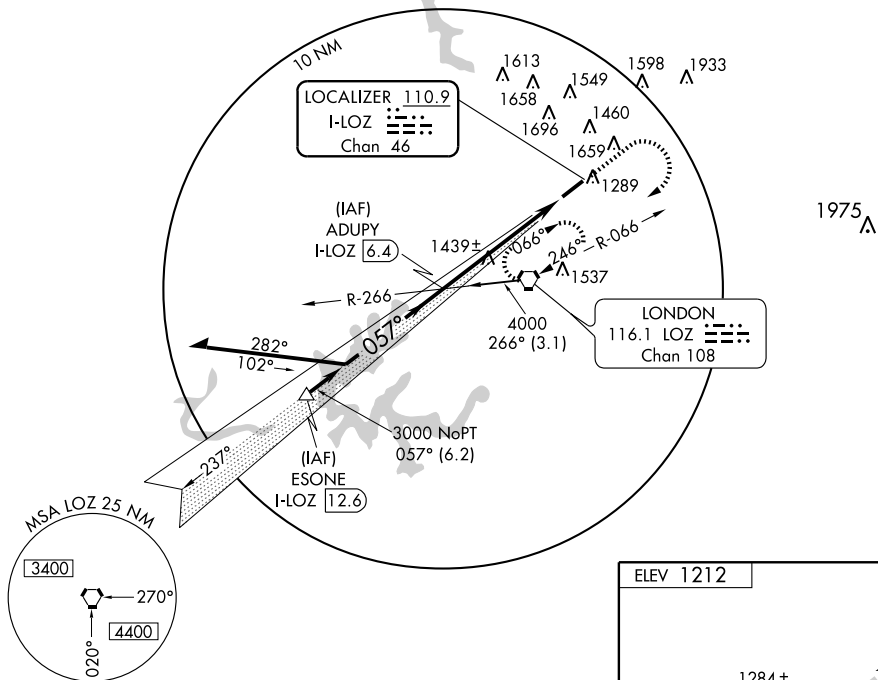
▼ Visibility reduction by helicopters NA. VDP NA when using Somerset altimeter setting. When local altimeter setting not received, use Somerset altimeter setting and increase all DAs/MDAs 100 feet, and increase visibility S-ILS 6¼ mile all Cats, S-LOC 6 Cat C ¼ mile Cat D ½ mile and Circling Cats C/D ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct LOZ VORTAC and hold, continue climb-in-hold to 4000.

ASOS
119.075

INDIANAPOLIS CENTER
124.625 371.925

UNICOM
123.0 (CTAF) 0



Remain
within 10 NM

ADUPY
I-LOZ **6.4**

2000

4000

LOZ



3500

3000

I-LOZ **2.4**I-LOZ **1**

GS 3.00°
TCH 49

3000

057°

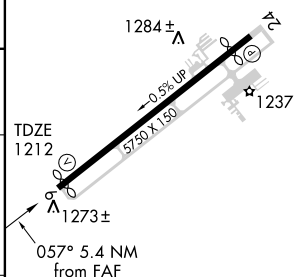
057°

4 NM

1.4 NM

| CATEGORY | A | B | C | D |
|----------|--------|-------------|-------------------------|-------------------------|
| S-ILS 6 | | 1462-1 | 250 (300-1) | |
| S-LOC 6 | 1720-1 | 508 (600-1) | 1720-1½ | 508 (600-1½) |
| CIRCLING | 1780-1 | 568 (600-1) | 2040-2½ 828 (900-2½) | 2040-2¾ 828 (900-2¾) |

ELEV 1212



MIRL Rwy 6-24 0

REIL Rwy 6 and 24 0

FAF to MAP 5.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---------|------|------|------|------|------|
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

LONDON, KENTUCKY

Amdt 1A 26AUG10

LONDON-CORBIN AIRPORT-MAGEE FIELD (LOZ)

37°05'N-84°05'W

ILS or LOC RWY 6

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 65799 W06A | APP CRS 057° | Rwy Idg TDZE Apt Elev | 5650 1212 1212 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 6

LONDON-CORBIN AIRPORT-MAGEE FIELD (LOZ)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Somerset altimeter setting and increase all DAs/MDAs 100 feet and increase visibility LPV ¼ mile all Cats, LNAV/VNAV ½ mile all Cats, LNAV Cat C ¼ mile and Cat D ½ mile, and Circling Cat C/D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 46° C (116° F) Baro-VNAV and VDP NA when using Somerset altimeter setting.

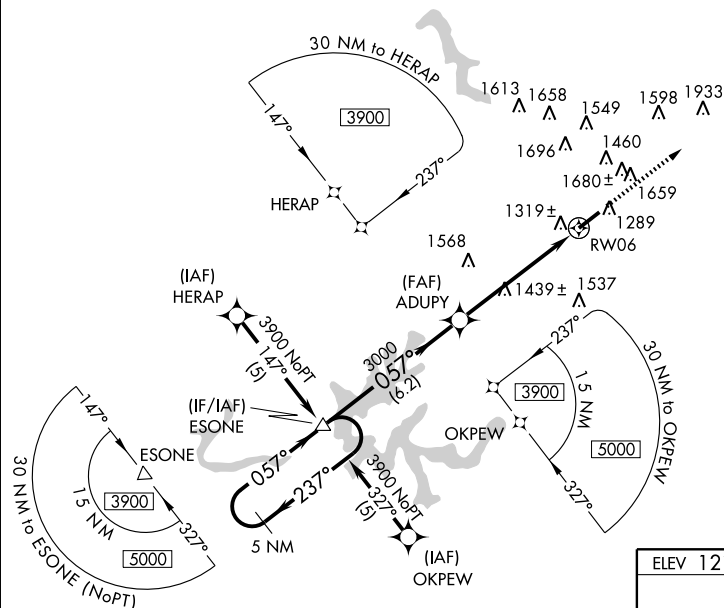
MISSED APPROACH:
Climb to 3900 direct
ODUBE and hold.

ASOS
119.075

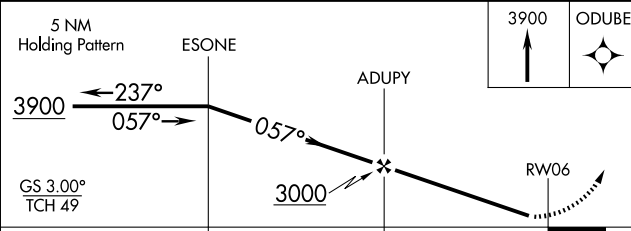
INDIANAPOLIS CENTER
124.625 371.925

UNICOM
123.0 (CTAF) 0

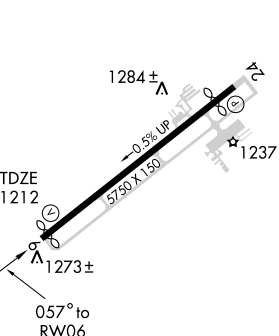
MISSED APCH FIX



ELEV 1212



| CATEGORY | A | B | C | D |
|--------------|--------------------|---|----------------------|----------------------|
| LPV DA | 1466-1 | | 254 (300-1) | |
| LNAV/VNAV DA | 1602-1¼ | | 390 (400-1¼) | |
| LNAV MDA | 1720-1 508 (600-1) | | 1720-1½ 508 (600-1½) | |
| CIRCLING | 1780-1 568 (600-1) | | 2040-2½ 828 (900-2½) | 2040-2¾ 828 (900-2¾) |



MIRL Rwy 6-24 0

REIL Rwy 6 and 24 0

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 78108 W24A | APP CRS 237° | Rwy Idg TDZE Apt Elev | 5100 1201 1212 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 24

LONDON-CORBIN AIRPORT-MAGEE FIELD (LOZ)

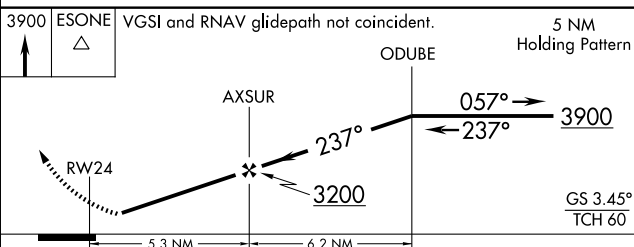
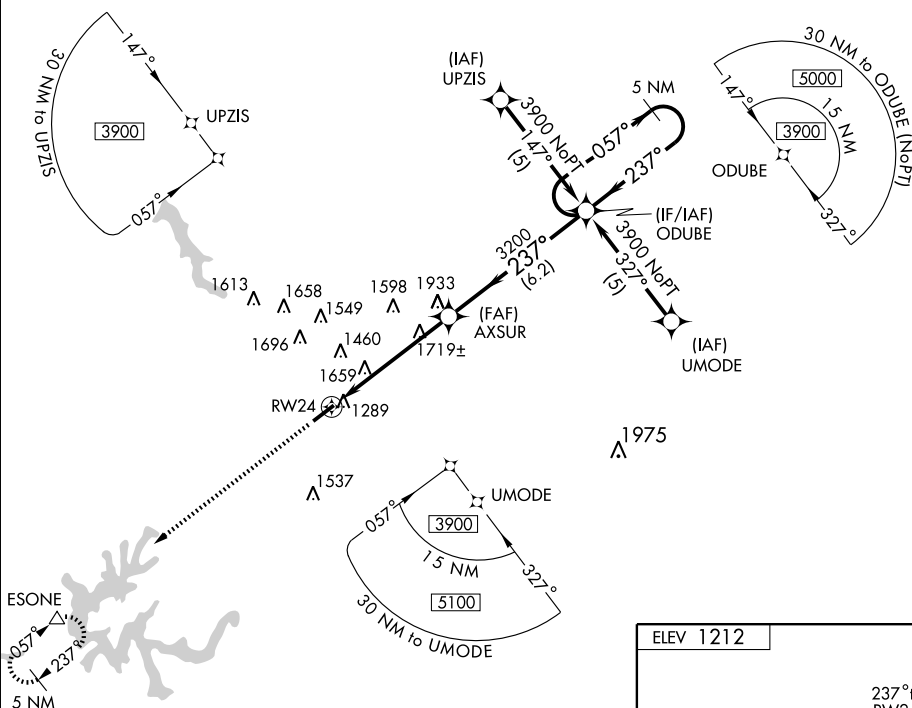
⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Somerset altimeter setting and increase all DA/MDAs 100 feet, increase LPV all Cats, LNAV Cats C/D, and circling Cats C/D visibilities ¼ mile.

MISSED APPROACH:
Climb to 3900 direct
ESONE and hold.

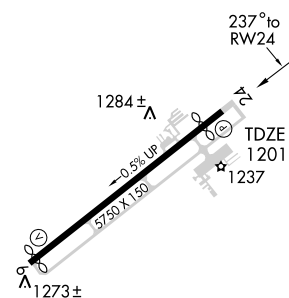
ASOS
119.075

INDIANAPOLIS CENTER
124.625 371.925

UNICOM
123.0 (CTAF) 0



ELEV 1212



| CATEGORY | A | B | C | D |
|----------|-----------------------|-------------------------|-------------------------|-------------------------|
| LPV DA | 1510-1 309 (300-1) | | | NA |
| LNAV MDA | 1980-1 779 (800-1) | 1980-1¼ 779 (800-1¼) | 1980-2¼ 779 (800-2¼) | 1980-2½ 779 (800-2½) |
| CIRCLING | 1980-1 768 (800-1) | 1980-1¼ 768 (800-1¼) | 2040-2½ 828 (900-2½) | 2040-2¾ 828 (900-2¾) |

MIRL Rwy 6-24 0
REIL Rwy 6 and 24 0

| | | |
|---|------------------------|--|
| VORTAC LOZ 116.1 Chan 108 | APP CRS 025° | Rwy ldg TDZE Apt Elev 5650 1212 1212 |
|---|------------------------|--|

VOR RWY 6

LONDON-CORBIN AIRPORT-MAGEE FIELD (LOZ)



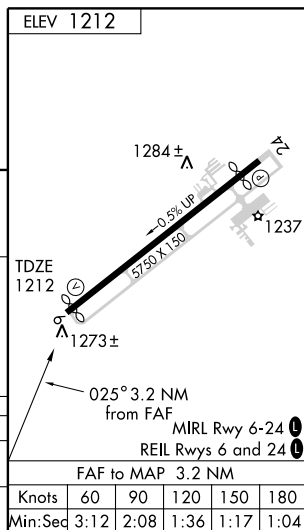
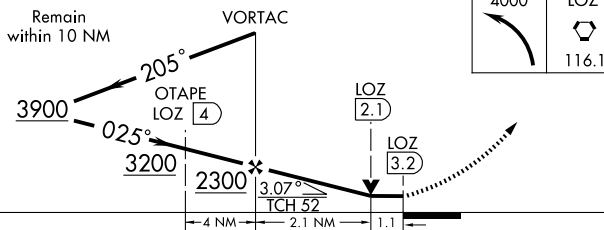
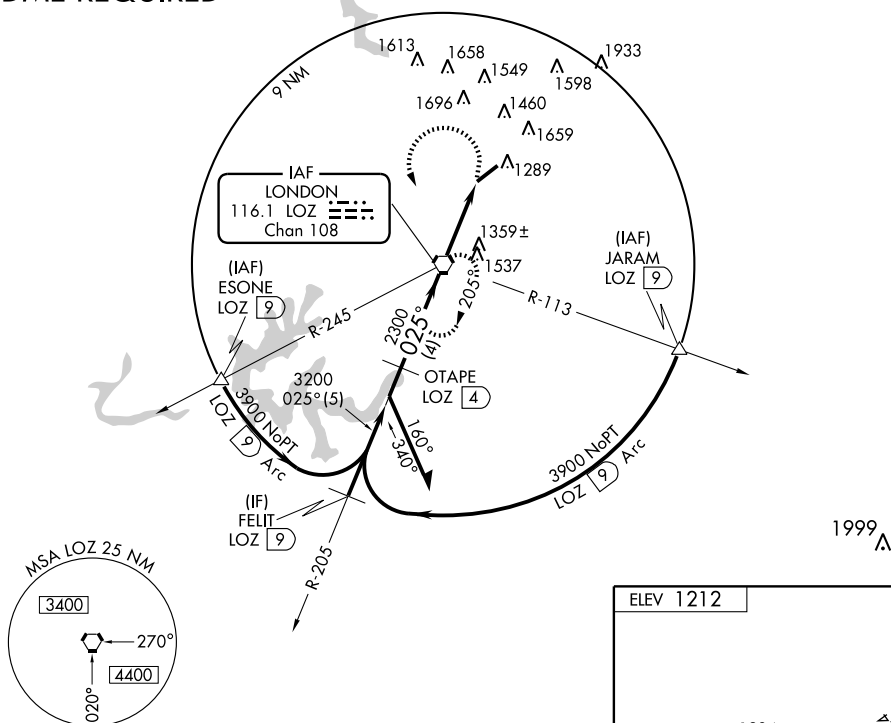
If local altimeter setting not received, use Somerset
altimeter setting and increase all MDAs 100 feet.
VDP NA when using Somerset altimeter setting.

MISSED APPROACH: Climbing left turn to 4000 direct
LOZ VORTAC and hold, continue climb-in-hold to 4000.

ASOS
119.075

INDIANAPOLIS CENTER
124.625 371.925

UNICOM
123.0 (CTAF) 0

DME REQUIRED

| CATEGORY | A | B | C | D |
|----------|--------|-------------|-------------------------|-------------------------|
| S-6 | 1620-1 | 408 (500-1) | 1620-1¼ | 408 (500-1¼) |
| CIRCLING | 1780-1 | 568 (600-1) | 2040-2½ 828 (900-2½) | 2040-2¾ 828 (900-2¾) |

| FAF to MAP 3.2 NM | | | | |
|-------------------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 |
| Min:Sec | 3:12 | 2:08 | 1:36 | 1:17 |

AIRPORT DIAGRAM

AL-238 (FAA)

LOUISVILLE/BOWMAN FIELD (LOU)

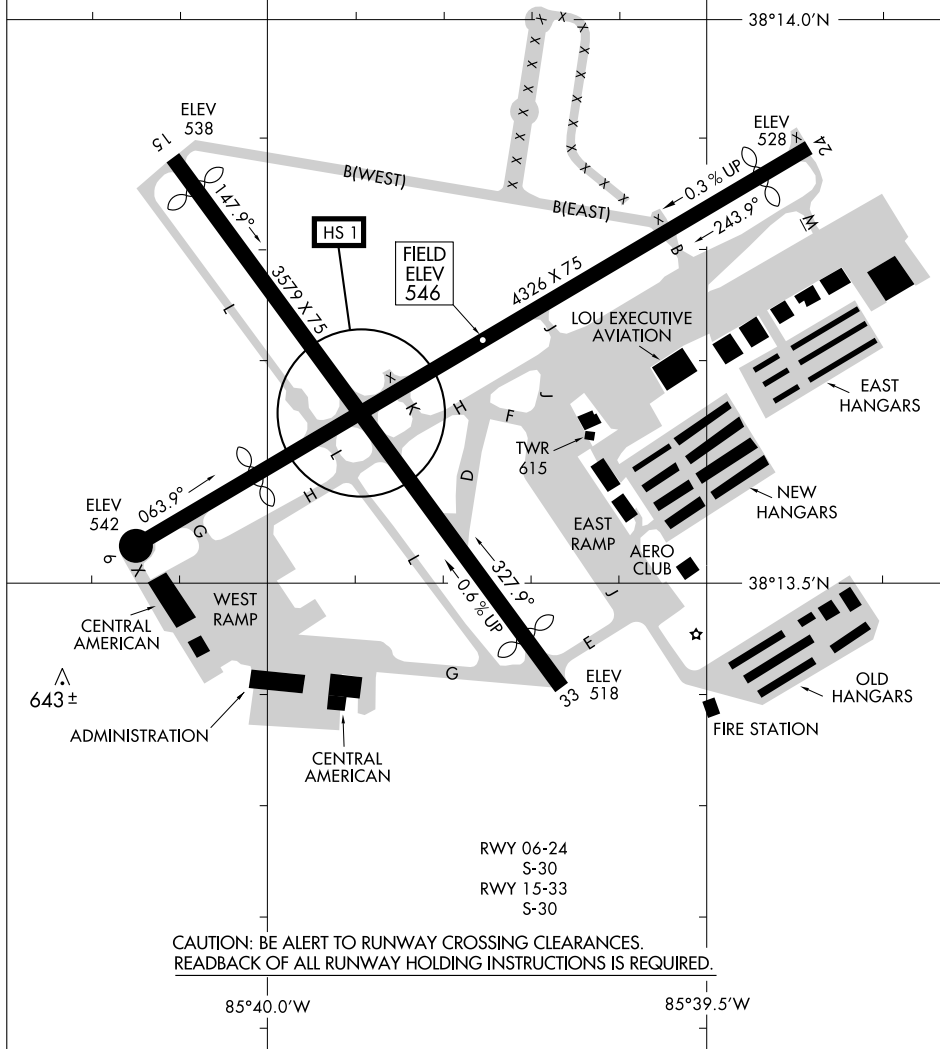
LOUISVILLE, KENTUCKY

ATIS
118.275
BOWMAN TOWER ★
119.5 257.625
GND CON
121.8
CLNC DEL
118.9

D

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

SE-1, 23 SEP 2010 to 21 OCT 2010



SE-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

LOUISVILLE, KENTUCKY
LOUISVILLE/BOWMAN FIELD (LOU)

LONDON—CORBIN ARPT—MAGEE FLD (LOZ) 3 S UTC-5(-4DT) N37°05.21' W84°04.64'

CINCINNATI

1212 B S4 FUEL 100LL, JET A1+ OX 1, 3 NOTAM FILE LOZ

H-9A, L-26G

RWY 06-24: H5750X150 (ASPH) S-71, D-95, 2S-120, 2D-151 MIRL 0.5% up SW IAP

RWY 06: REIL. PAPI(P4L)—GA 3.0°TCH 48'. Thld dsplcd 100'. Tree.

RWY 24: REIL. PAPI(P4L)—GA 4.0°TCH 73'. Thld dsplcd 550'.

Tower.

AIRPORT REMARKS: Attended dawn-dusk. Small flocks of migrating birds on and in/ovf arpt. PAEW Rwy 06-24 750' north. Ultralight activity 5 NM SW of arpt. ACTIVATE MIRL Rwy 06-24 and REIL Rwy 06 and 24—CTAF.

WEATHER DATA SOURCES: ASOS 119.075 (606) 877-1699.

HIWAS 116.1 LOZ.

COMMUNICATIONS: CTAF 123.0 UNICOM 123.0

RCO 122.65 122.2 122.1R 116.1T (LOUISVILLE RADIO)

⑧ INDIANAPOLIS CENTER APP/DEP CON 124.625

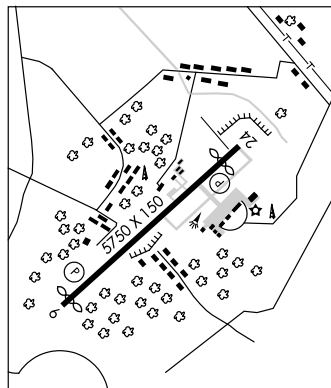
RADIO AIDS TO NAVIGATION: NOTAM FILE LOZ.

(L) VORTAC 116.1 LOZ Chan 108 N37°01.99' W84°06.60'

029° 3.6 NM to fld. 1245/03W. HIWAS.

VOR portion unusable 012°-060° byd 7 NM blo 10,500'.

ILS/DME 110.9 I-LOZ Chan 46 Rwy 06.

**LOUISVILLE** N38°06.21' W85°34.65' NOTAM FILE LOU.

ST LOUIS

(H) VORTAC 114.8 IIU Chan 95 330° 8.5 NM to Bowman Fld. 720/01E.

H-5E, 10F, L-26F, 27E

VOR portion unusable 285°-093° blo 10,000'.

RCO 122.45 122.2 122.1R (LOUISVILLE RADIO)

LOUISVILLE**BOWMAN FLD** (LOU) 5 SE UTC-5(-4DT) N38°13.68' W85°39.82'

ST LOUIS

546 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LRA NOTAM FILE LOU

L-27E

RWY 06-24: H4326X75 (ASPH) S-30 MIRL 0.3% up SW. IAP, AD

RWY 06: PAPI(P2L)—GA 4.0° TCH 48'. Thld dsplcd 813'. Trees.

RWY 24: REIL. PAPI(P2L)—GA 3.8° TCH 42'. Thld dsplcd 307'.

Trees.

RWY 15-33: H3579X75 (ASPH) S-30 MIRL 0.6% up NW.

RWY 15: VASI(V4L)—GA 3.0°TCH 31'. Thld dsplcd 206'. Tree.

RWY 33: REIL. VASI(V4L)—GA 3.0°TCH 42'. Thld dsplcd 341'.

Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA-4047 TODA-4357 ASDA-4316 LDA-3469

RWY 15: TORA-3238 TODA-3579 ASDA-3579 LDA-3373

RWY 24: TORA-3509 TODA-4357 ASDA-4165 LDA-3856

RWY 33: TORA-3373 TODA-3579 ASDA-3466 LDA-3125

AIRPORT REMARKS: Attended 1100-0300Z±. Be alert for birds on and in/ovf arpt during daylight hrs. Stage 3 compliance required for turbojet acft. PPR for all acft over 30,000 lbs GWT. Call arpt manager 502-368-6524 for PPR. When twr clsd training opr prohibited. ACTIVATE MIRL Rwy 06-24 and Rwy 15-33—CTAF. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—Terminal Area Graphic Notice.

WEATHER DATA SOURCES: ASOS (502) 473-0693.**COMMUNICATIONS:** CTAF 119.5 ATIS 118.275 UNICOM 122.95

LOUISVILLE RCO 122.45 122.2 122.1R (LOUISVILLE RADIO)

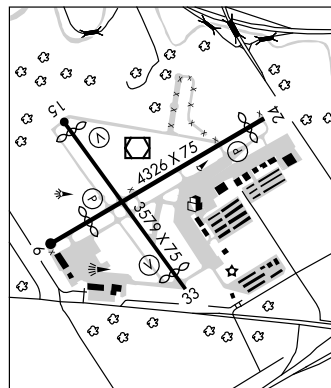
⑧ LOUISVILLE APP/DEP CON 132.075(E) 123.675(W)

TOWER 119.5 (1200-0300Z±) GND CON 121.8 CLNC DEL 118.9

AIRSPACE: CLASS D svc 1200-0300Z± other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE LOU.

(T) VOR/DME 112.2 BQM Chan 59 N38°13.81' W85°39.89' at fld. 540/01W. VOR portion unusable 073°-063° blo 4000'.

LAANG NDB (LOM) 414 LK N38°08.70' W85°38.00' 347° 5.2 NM fld. NOTAM FILE SDF.

COMM/NAV/WEATHER REMARKS: Ctc Louisville Radio for airport advisory service on 119.5 when twr is clsd.

CHERI TWO ARRIVAL (CHERI.CHERI2)

LOUISVILLE, KENTUCKY

LOUISVILLE APP CON
132.075 327.0
STANDIFORD ATIS
118.725

TERRE HAUTE
115.3 TH = ...
Chan 100
N39°29 34' - W87°14.94'

BIBLE GROVE
109.0 BIB
Chan 27

CHERI


N38°13.81' - W86°30.89'

VERTICAL NAVIGATION PLANNING

TURBOJETs: Expect clearance to cross at 11,000 feet.

NON-TURBOJETS: Expect clearance to cross at 7000 feet.

BOWMAN
112.2 BQM ---
Chan 59



BOWMAN
FIELD

| | |
|---|--------------------------|
| LOUISVILLE 114.8 IIU :: - Chan 95 | N38°06.21' W85°34.65' |
|---|--------------------------|

108.2 MYSTIC

OWENSBORO
108.6 OWB
Chan 23

POCKET CITY
113.3 PXV
Chan 80
N37° 55.70' - W87° 45.74'
1-16-H-5

CENTRALIA
115.0 ENL $\frac{1}{2}$...
Chan 97
N38°25.20' - W89°09.54'

PENTO
38°19.72'

ZARDA
N38° 22.63'
W88° 12.39'

1005-1000

115.0 ENL \div
Chan 97
38°25'20" - W89

CENTRALIA TRANSITION (ENL.CHERI2): From over ENL VORTAC via ENL R-089 and IIU R-279 to CHERI INT. Thence. . . .
POCKET CITY TRANSITION (PXV.CHERI2): From over PXV VORTAC via PXV R-065 and IIU R-279 to CHERI INT. Thence. . . .
TERRE HAUTE TRANSITION (TTH.CHERI2): From over TTH VORTAC via TTH R-159 and IIU R-279 to CHERI INT. Thence. . . .
 From over CHERI INT via IIU R-279 to IIU VORTAC. Expect radar vectors to final approach course after CHERI INT.

NOTE: Chart not to scale.

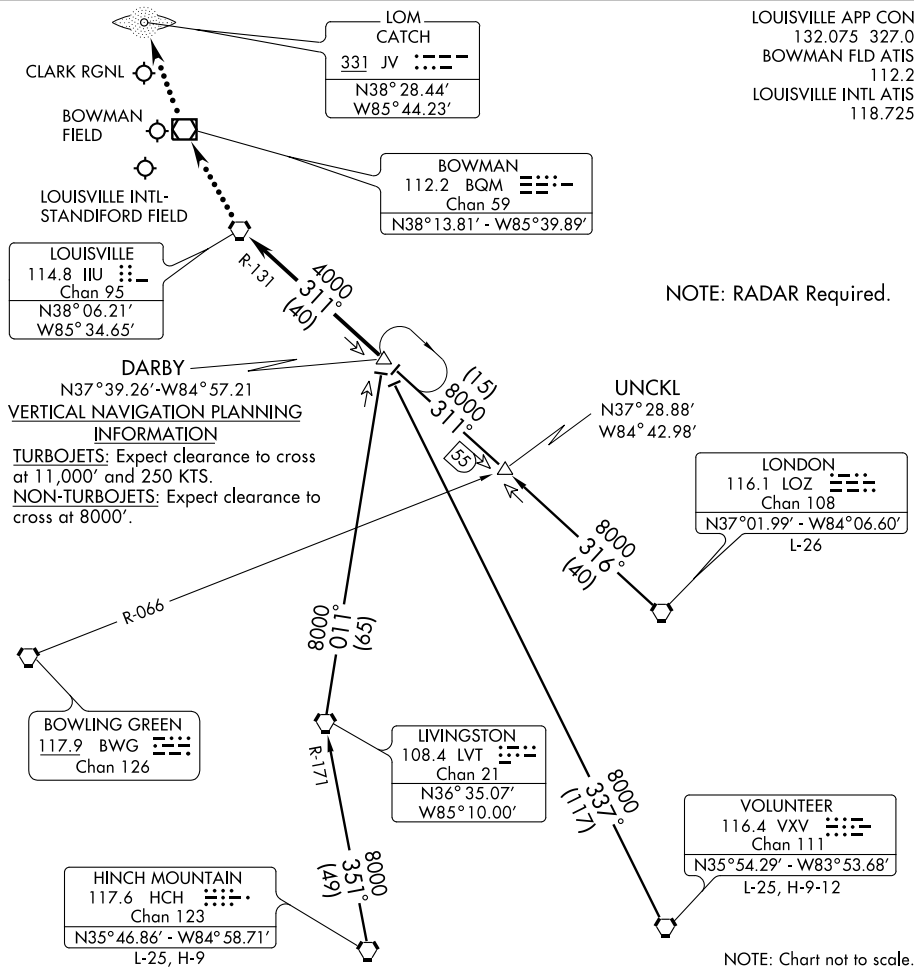
SE-1 23 SEP 2010 to 21 OCT 2010

CHERI TWO ARRIVAL (CHERI.CHERI2)

LOUISVILLE, KENTUCKY

DARBY FOUR ARRIVAL (DARBY.DARBY4)

LOUISVILLE, KENTUCKY



HINCH MOUNTAIN TRANSITION (HCH.DARBY4): From over HCH VORTAC via HCH R-351 and LVT R-171 to LVT VORTAC, then via LVT R-011 to DARBY INT. Thence. . .

LONDON TRANSITION (LOZ.DARBY4): From over LOZ VORTAC via LOZ R-316 to UNCKL INT, then via IIU R-131 to DARBY INT. Thence. . .

UNCKL TRANSITION (UNCKL.DARBY4): From over UNCKL INT via IIU R-131 to DARBY INT. Thence. . .

VOLUNTEER TRANSITION (VXV.DARBY4): From over VXV VORTAC via VXV R-337 to DARBY INT. Thence. . .

. . . . From over DARBY INT via IIU R-131 to IIU VORTAC. Expect radar vectors to final course.

LOST COMMUNICATIONS:

For JYV - At IIU VORTAC, proceed direct BQM VOR/DME, then direct CATCH (JV) LOM. Maintain 4000 feet until CATCH LOM.

DARBY FOUR ARRIVAL (DARBY.DARBY4)

LOUISVILLE, KENTUCKY

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

| CITY/AIRPORT | HOT SPOT | DESCRIPTION* |
|---------------------|----------|--|
| KNOXVILLE, TN | | |
| MC GHEE TYSON (TYS) | HS 1 | Holding position marking for full length of Rwy 23L just beyond Twy A8 on Twy A. |
| | HS 2 | Ramp exit Twy R5 short distance from Twy A. |
| | HS 3 | Ramp exit Twy R4 short distance from Twy A. |
| | HS 4 | Acft taxing on Twy B4 southeast bound sometimes fail to hold short of Rwy 23L |
| LEXINGTON, KY | | |
| BLUE GRASS (LEX) | HS 1 | Rwy 27 apch hold occurs prior to Rwy 22 hold line. |
| LOUISVILLE, KY | | |
| BOWMAN FIELD (LOU) | HS 1 | Twys int in close proximity to the crossing rwy. |
| PADUCAH, KY | | |
| BARKLEY RGNL (PAH) | HS 1 | Rwy 14-32 at Twy F confused as a twy. |
| | HS 2 | Rwy 04-22 at Twy C confused as a twy. |
| | HS 3 | Twy W South at Rwy 04: Short taxi after turn. |

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

| | | | |
|-------------------|-------------|----------|-------------|
| LOM LK | APP CRS | Rwy Idg | 3125 |
| <u>414</u> | 347° | TDZE | 546 |
| | | Apt Elev | 547 |

NDB or GPS RWY 33

LOUISVILLE/BOWMAN FIELD (LOU)



RADAR REQUIRED

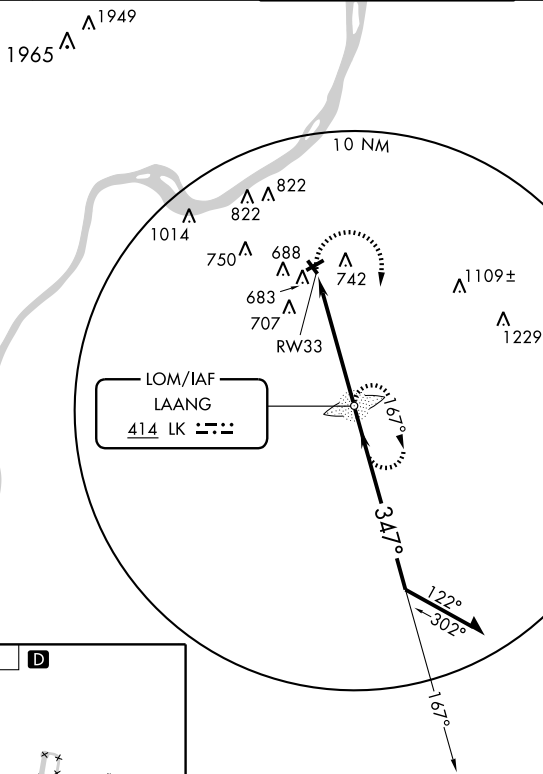
MISSED APPROACH: Climbing right turn to 2500 direct LAANG LOM and hold.

ATIS
118.275

LOUISVILLE APP CON
132.075 327.0

BOWMAN TOWER ★
119.5 (CTAF) 257.625

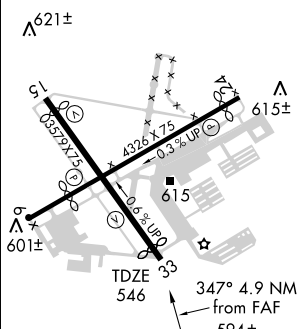
GND CON
121.8

CLNC DEL
118.9

MSA LK 25 NM

3600

ELEV 547

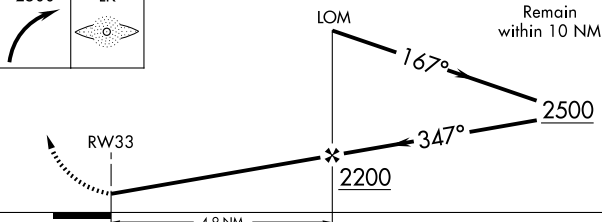
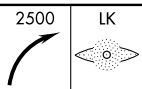


REIL Rwys 24 and 33
MIRL Rwys 6-24
and 15-33 **L**

FAF to MAP 4.9 NM

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

LOUISVILLE, KENTUCKY
Amdt 15B 10210



| CATEGORY | A | B | C | D |
|----------|--------|-------------|----|---|
| S-33 | 1060-1 | 514 (600-1) | NA | |
| CIRCLING | 1060-1 | 513 (600-1) | NA | |

SE-1. 23 SEP 2010 to 21 OCT 2010

SE-1, 23 SEP 2010 to 21 OCT 2010

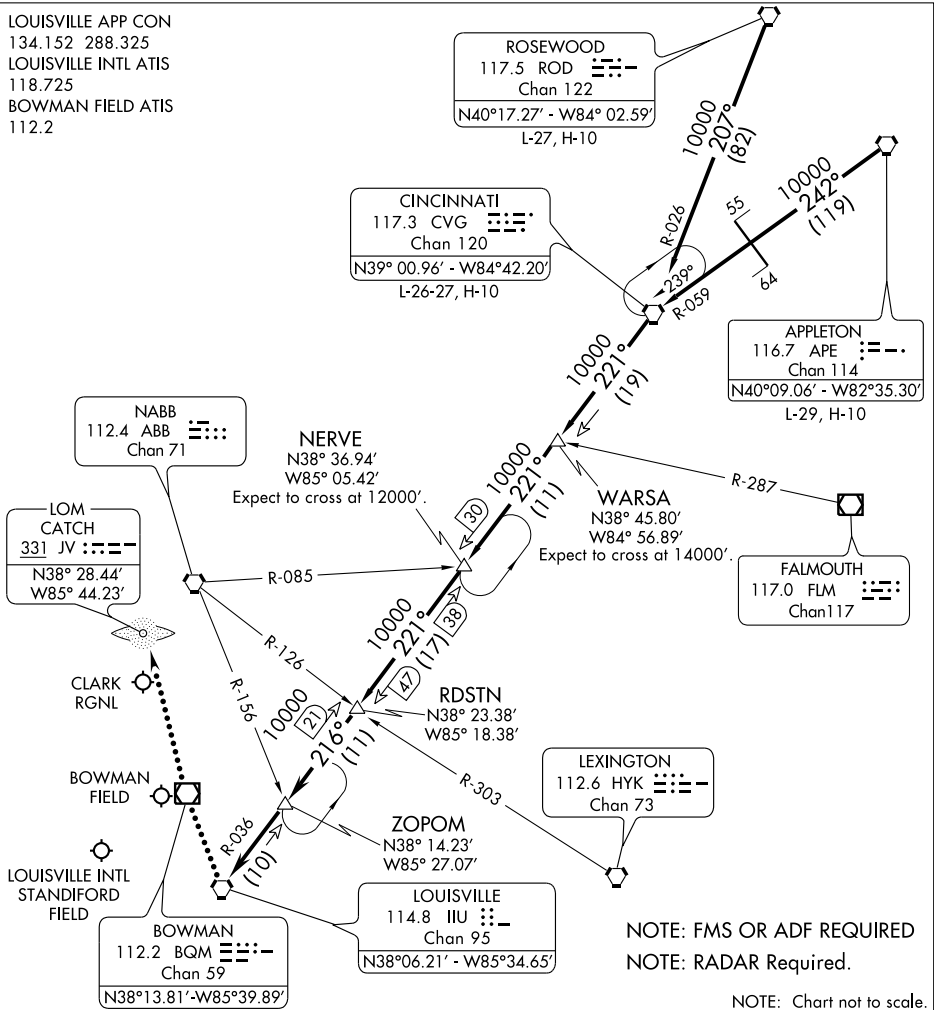
LOUISVILLE/BOWMAN FIELD (LOU)
NDB or GPS RWY 33

38°14'N-85°40'W

REDSTONE TWO ARRIVAL

LOUISVILLE, KENTUCKY

LOUISVILLE APP CON
134.152 288.325
LOUISVILLE INTL ATIS
118.725
BOWMAN FIELD ATIS
112.2



APPLETON TRANSITION (APE.RDSTN2): From over APE VORTAC via APE R-242 and CVG R-059 to CVG VORTAC, then via CVG R-221 to RDSTN INT. Thence....

CINCINNATI TRANSITION (CVG.RDSTN2): From over CVG VORTAC via CVG R-221 to RDSTN INT. Thence....

ROSEWOOD TRANSITION (ROD.RDSTN2): From over ROD VORTAC via ROD R-207 and CVG R-026 to CVG VORTAC, then via CVG R-221 to RDSTN INT. Thence....

....From over RDSTN INT via IIU R-036 to ZOPOM INT, then via IIU R-036 to IIU VORTAC. Expect vectors to final approach.

LOST COMMUNICATIONS: For JVV - at IIU VORTAC, proceed direct BQM VOR/DME, then direct CATCH (JV) LOM. Maintain 4000 until CATCH LOM.

REDSTONE TWO ARRIVAL

LOUISVILLE, KENTUCKY

| | | | |
|-------------|---------|----------|------|
| VOR/DME BQM | APP CRS | Rwy Idg | 3856 |
| 112.2 | 248° | TDZE | 546 |
| Chan 59 | | Apt Elev | 547 |

VOR RWY 24

LOUISVILLE/ BOWMAN FIELD (LOU)



MISSED APPROACH: Climbing left turn to 3000 via heading 180° and ILL VORTAC R-279 to ILL VORTAC and hold.

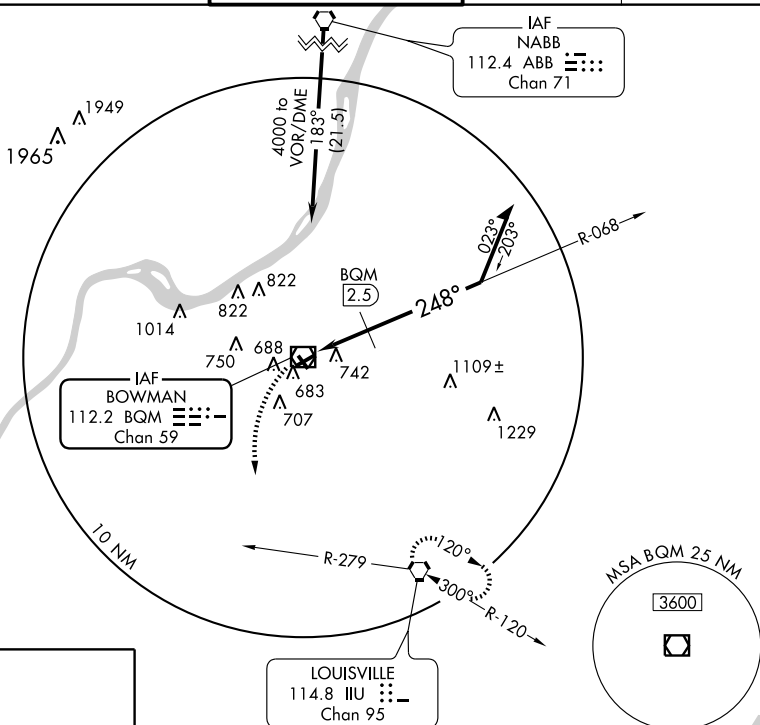
ATIS
118.275

LOUISVILLE APP CON
132.075 327.0

BOWMAN TOWER ★
119.5 (CTAF) 257.625

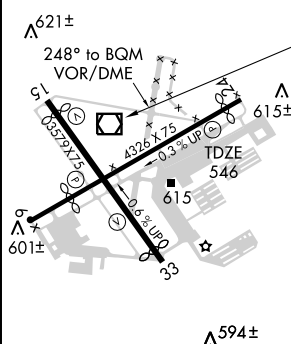
GND CON
121.8

CLNC DEL
118.9



ELEV 547

D





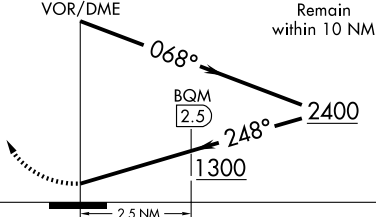
REIL Rwy 24 and 33
MIRL Rwy 6-24 and 15-33

LOUISVILLE, KENTUCKY
Amdt 7B 10210

38°14'N-85°40'W

LOUISVILLE/ BOWMAN FIELD (LOU)

VOR RWY 24

| | | | | |
|--|-----------------------|--|---|---|
| 3000  HDG 180° | | IIU R-279  |  | |
| CATEGORY | A | B | C | D |
| S-24 | 1300-1 754 (800-1) | 1300-1¼ 754 (800-1¼) | NA | |
| CIRCLING | 1300-1 753 (800-1) | 1300-1¼ 753 (800-1¼) | NA | |
| DME MINIMUMS | | | | |
| S-24 | 1000-1 | 454 (500-1) | NA | |
| CIRCLING | 1060-1 | 513 (600-1) | NA | |

AIRPORT DIAGRAM

AL-239 (FAA)

LOUISVILLE INTL-STANDIFORD FIELD (SDF)

LOUISVILLE, KENTUCKY

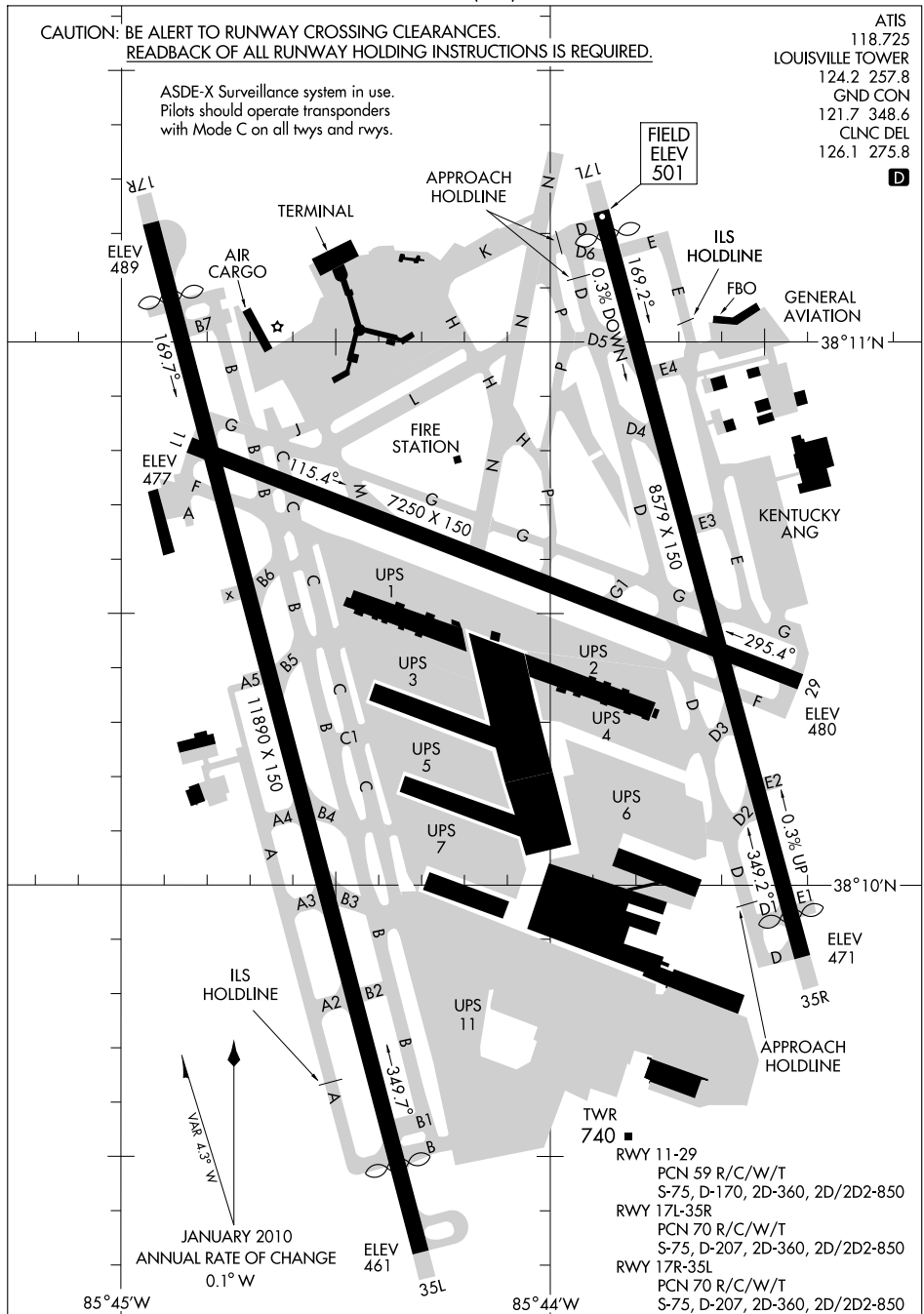
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ASDE-X Surveillance system in use.
 Pilots should operate transponders
 with Mode C on all twys and rwys.

ATIS 118.725
 LOUISVILLE TOWER 124.2 257.8
 GND CON 121.7 348.6
 CLNC DEL 126.1 275.8

D

SE-1, 23 SEP 2010 to 21 OCT 2010



SE-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

LOUISVILLE, KENTUCKY
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

LOUISVILLE INTL—STANDIFORD FLD

(SDF) 4 S UTC-5(-4DT) N38°10.45' W85°44.19'

ST LOUIS

501 B S4 FUEL 100LL, JET A OX 4 LRA Class I, ARFF Index C NOTAM FILE SDF

H-5E, 10F, L-27E

RWY 17R-35L: H11890X150 (CONC-GRVD) S-75, D-207, 2D-360, 2D/2D2-850

IAP, AD

PCN 70 R/C/W/T HIRL CL

RWY 17R: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 75'.

Thld dspcd 850'.

RWY 35L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 75'. Thld dspcd 1040'.

RWY 17L-35R: H8579X150 (CONC-GRVD) S-75, D-207, 2D-360, 2D/2D2-850 PCN 70 R/C/W/T HIRL CL

RWY 17L: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 75'.

Thld dspcd 329'. 0.3% down.

RWY 35R: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 75'.

Thld dspcd 450'. 0.3% up.

RWY 11-29: H7250X150 (CONC-WC) S-75, D-170, 2D-360, 2D/2D2-850 PCN 59 R/C/W/T HIRL

RWY 11: Bldg.

RWY 29: MALSR.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 17L: TORA-8579 TODA-8579 ASDA-8129 LDA-7800

RWY 17R: TORA-11095 TODA-11095 ASDA-11095 LDA-10000

RWY 35L: TORA-11290 TODA-11290 ASDA-11290 LDA-10000

RWY 35R: TORA-8579 TODA-8579 ASDA-8250 LDA-7800

AIRPORT REMARKS: Attended continuously. Continuous construction on arpt, be alert for frequent rwy and twy closures. Birds on and in/ovf arpt. ASDE-X Surveillance System in use: Pilots should opr transponders with Mode C on all twys and rwys. Taxi in position and hold waiver in effect from 0830Z until SR at the intersection of Rwy 17R at Twy B and at the intersection of Rwy 35L at Twy B. These rwys will be used for departures only when exercising the provisions of this waiver. Std dep point on Rwy 17R is at Twy B. Pilots must req use of Rwy 17R extension. Declared distance for tkf at Twy B ASDA/TORA/TODA 10,245'. Std dep point on Rwy 35L is at Twy B. Pilots must req use of Rwy 35L extension. Declared distance for tkf at Twy B ASDA/TORA/TODA 10,250'. Rwy 17L RVR avbl touchdown, midpoint and rollout. Rwy 17R RVR avbl touchdown, midfield and rollout. Rwy 35L RVR avbl touchdown, midfield, rollout. Rwy 35R RVR avbl touchdown, midfield and rollout. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: ASOS (502) 367-1492. LLWAS.**COMMUNICATIONS:** D-ATIS 118.725 UNICOM 122.95

Ⓡ APP CON 134.15 132.075(E) 123.675(W)

Ⓡ DEP CON 132.075(E) 123.675(W)

TOWER 124.2 GND CON 121.7 CLNC DEL 126.1

AIRSPACE: CLASS C svc continuous etc APP CON**RADIO AIDS TO NAVIGATION:** NOTAM FILE LOU.

(H) VORTAC 114.8 IIU Chan 95 N38°06.21' W85°34.65' 298° 8.6 NM to fld. 720/01E.

LAANG NDB (LOM) 414 LK N38°08.69' W85°38.00' 293° 5.2 NM to fld. NOTAM FILE SDF.

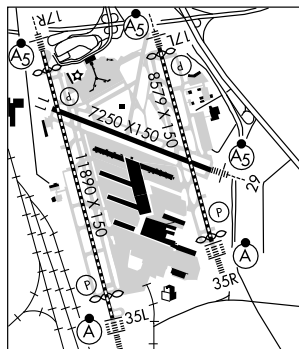
ILS/DME 110.55 I-JJM Chan 42(Y) Rwy 35R. Class IIIE.

ILS 109.1 I-LKS Rwy 29. LOM LAANG NDB. LOC only. (LOC BC unusable).

ILS/DME 109.35 I-RLI Chan 30(Y) Rwy 35L. Class IIIE.

ILS/DME 111.95 I-PKI Chan 56(Y) Rwy 17L. Class IE.

ILS/DME 110.3 I-SNU Chan 40 Rwy 17R.



CHERI TWO ARRIVAL (CHERI.CHERI2)

LOUISVILLE, KENTUCKY

LOUISVILLE APP CON
132.075 327.0
STANDIFORD ATIS
118.725

TERRE HAUTE
115.3 TH = ...
Chan 100
N39°29'34" - W87°14'94"

BIBLE GROVE
09.0 BIB :
Chan 27

CHERI


N38°13.81' - W86°30.89'

VERTICAL NAVIGATION PLANNING

TURBOJETs: Expect clearance to cross at 11,000 feet.

NON-TURBOJETS: Expect clearance to cross at 7000 feet.

BOWMAN
112.2 BQM ---
Chan 59




BOWMAN
FIELD

| | |
|--|--------------------------|
| LOUISVILLE 114.8 IIU ::- Chan 95 | N38°06.21' W85°34.65' |
|--|--------------------------|

MYSTIC
108.2 MYS

OWENSBORO
108.6 OWB
Chan 23

POCKET CITY
113.3 PXV 
Chan 80
N37° 55.70' - W87° 45.74'
L-16, H-5

CENTRALIA
115.0 ENL $\frac{1}{2}$...
Chan 97
N38°25.20' - W89°09.54'

CENTRALIA TRANSITION (ENL,CHERI2): From over ENL VORTAC via
ENL R-089 and III R-279 to CHERI INT. Thence. . . .
POCKET CITY TRANSITION (PXV,CHERI2): From over PXV VORTAC via
PXV R-065 and III R-279 to CHERI INT. Thence. . . .
TERRE HAUTE TRANSITION (TTH,CHERI2): From over TTH VORTAC via
TTH R-159 and III R-279 to CHERI INT. Thence. . . .
. From over CHERI INT via III R-279 to III VORTAC. Expect radar
vectors to final approach course after CHERI INT.

NOTE: Chart not to scale.

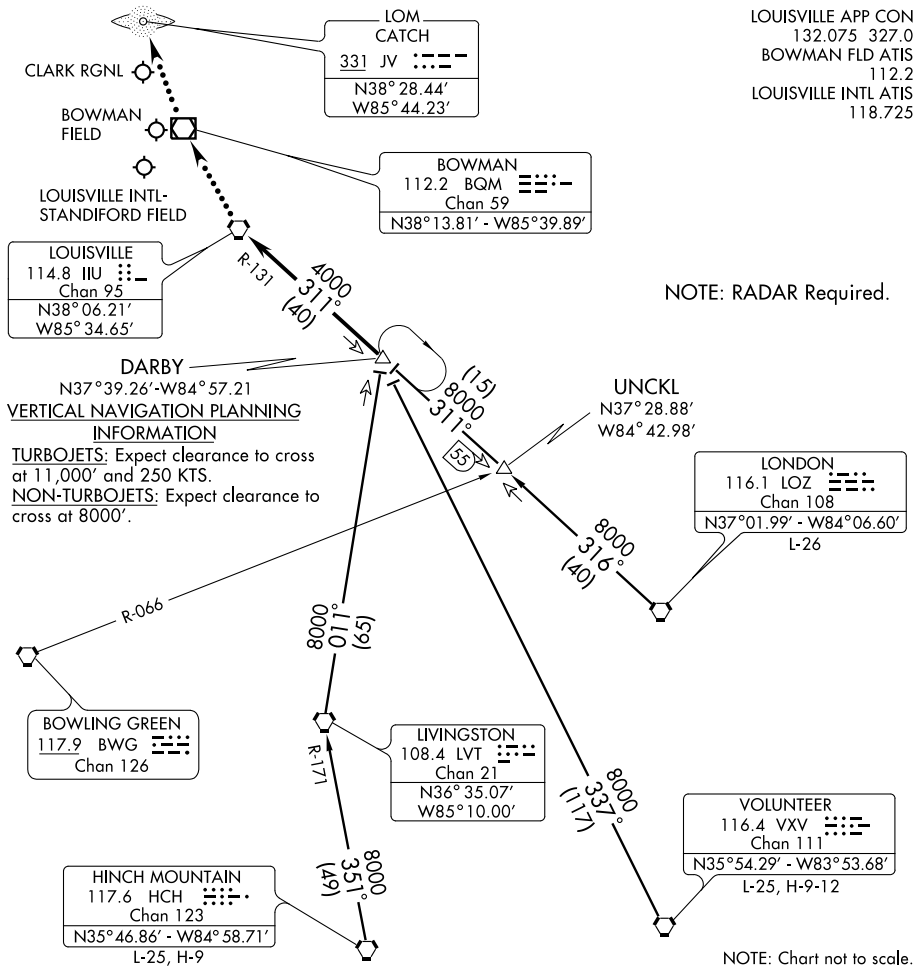
SE-1. 23 SEP 2010 to 21 OCT 2010

CHERI TWO ARRIVAL (CHERI.CHERI2)

LOUISVILLE, KENTUCKY

DARBY FOUR ARRIVAL (DARBY.DARBY4)

LOUISVILLE, KENTUCKY



HINCH MOUNTAIN TRANSITION (HCH.DARBY4): From over HCH VORTAC via HCH R-351 and LVT R-171 to LVT VORTAC, then via LVT R-011 to DARBY INT. Thence. . .

LONDON TRANSITION (LOZ.DARBY4): From over LOZ VORTAC via LOZ R-316 to UNCKL INT, then via IIU R-131 to DARBY INT. Thence. . .

UNCKL TRANSITION (UNCKL.DARBY4): From over UNCKL INT via IIU R-131 to DARBY INT. Thence. . .

VOLUNTEER TRANSITION (VXV.DARBY4): From over VXV VORTAC via VXV R-337 to DARBY INT. Thence. . .

. . . . From over DARBY INT via IIU R-131 to IIU VORTAC. Expect radar vectors to final course.

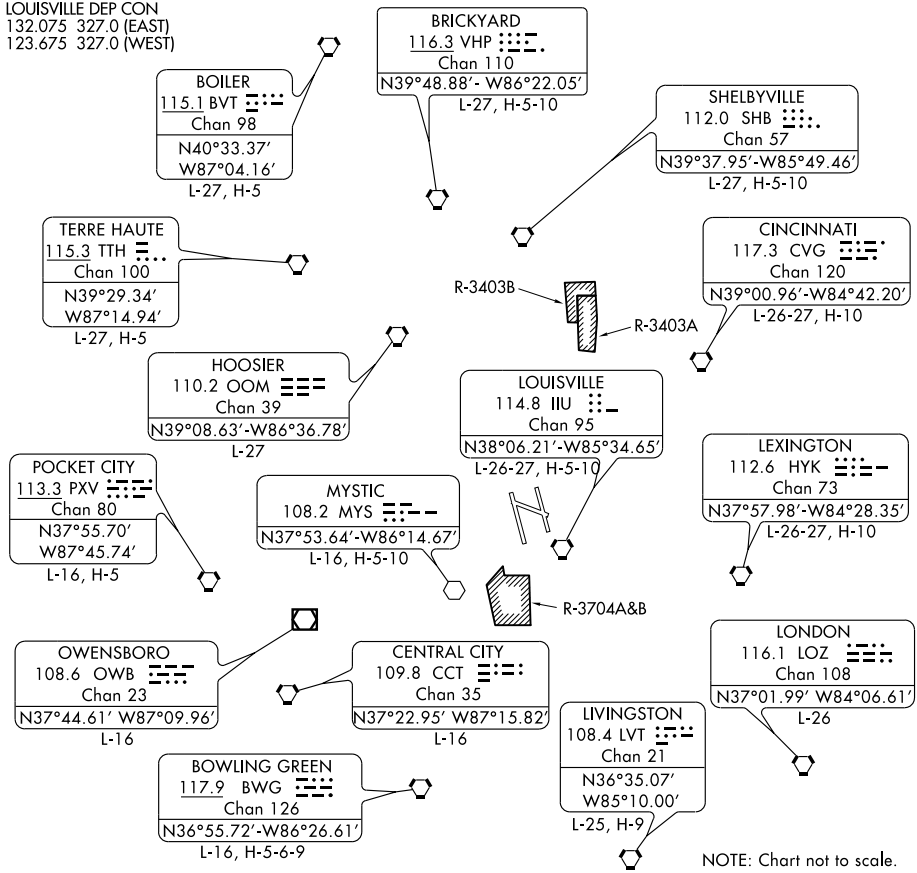
LOST COMMUNICATIONS:

For JYV - At IIU VORTAC, proceed direct BQM VOR/DME, then direct CATCH (JV) LOM. Maintain 4000 feet until CATCH LOM.

DARBY FOUR ARRIVAL (DARBY.DARBY4)

LOUISVILLE, KENTUCKY

ATIS 118.725
CLNC DEL
126.1 275.8
LOUISVILLE DEP CON
132.075 327.0 (EAST)
123.675 327.0 (WEST)



DEPARTURE ROUTE DESCRIPTION

Climb on runway heading or as assigned for vectors to join filed route.
Maintain 5,000 feet or assigned lower altitude. Expect clearance to
requested altitude/flight level ten minutes after departure.

| | | | |
|--|------------------------|-----------------------------|---|
| LOC/DME I-PKI 111.95 Chan 56 (Y) | APP CRS 168° | Rwy Idg TDZE Apt Elev | 7800 499 501 |
|--|------------------------|-----------------------------|---|

ILS or LOC RWY 17L

LOUISVILLE INTL-STANDIFORD FIELD (SDF)

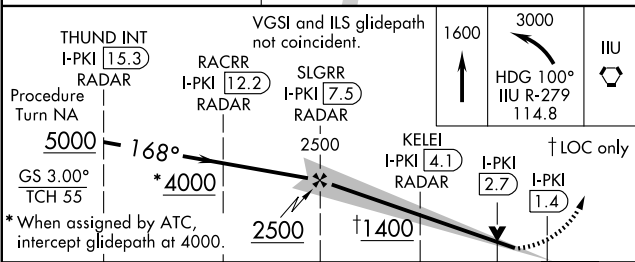
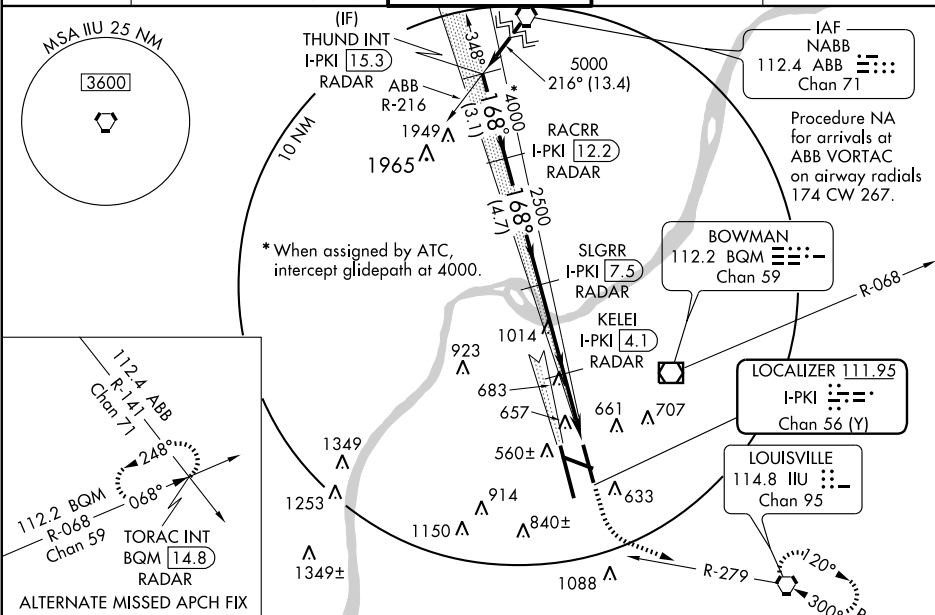


DME or RADAR Required.

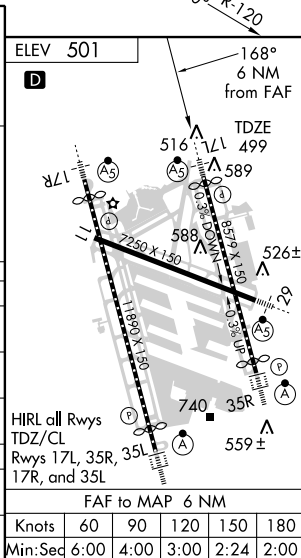


MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 100° and IIL R-279 to IIL VORTAC and hold, continue climb-in-hold to 3000.

| ATIS | LOUISVILLE APP CON | LOUISVILLE TOWER | GND CON | CLNC DEL |
|----------------|--|--------------------|--------------------|--------------------|
| 118.725 | 132.075 327.0 (EAST) 123.675 327.0 (WEST) | 124.2 257.8 | 121.7 348.6 | 126.1 275.8 |



| CATEGORY | A | B | C | D |
|--------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| S-ILS 17L | 699/18 200 (200-½) | | | |
| S-LOC 17L | 1400/40 | 901 (900-¾) | 1400-2¼ 901 (900-2¼) | 1400-2½ 901 (900-2½) |
| CIRCLING | 1400-1¼ | 899 (900-1¼) | 1400-2¾ 899 (900-2¾) | 1400-3 899 (900-3) |
| KELEI FIX MINIMUMS | | | | |
| S-LOC 17L | 1000/24 | 501 (500-½) | 1000/50 | 501 (500-1) |
| CIRCLING | 1040-1 539 (600-1) | 1140-1 639 (700-1) | 1140-1¾ 639 (700-1¾) | 1140-2 639 (700-2) |



| | | |
|---|------------------------|---|
| LOC/DME I-SNU 110.3 Chan 40 | APP CRS 168° | Rwy Idg TDZE 490 Apt Elev 501 |
|---|------------------------|---|

ILS or LOC RWY 17R

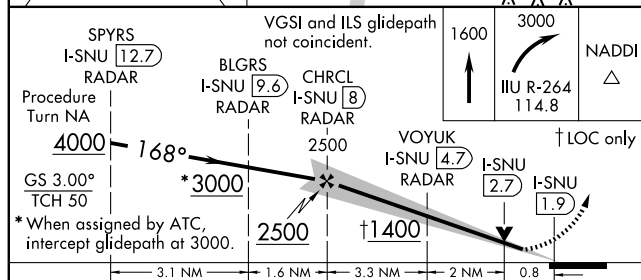
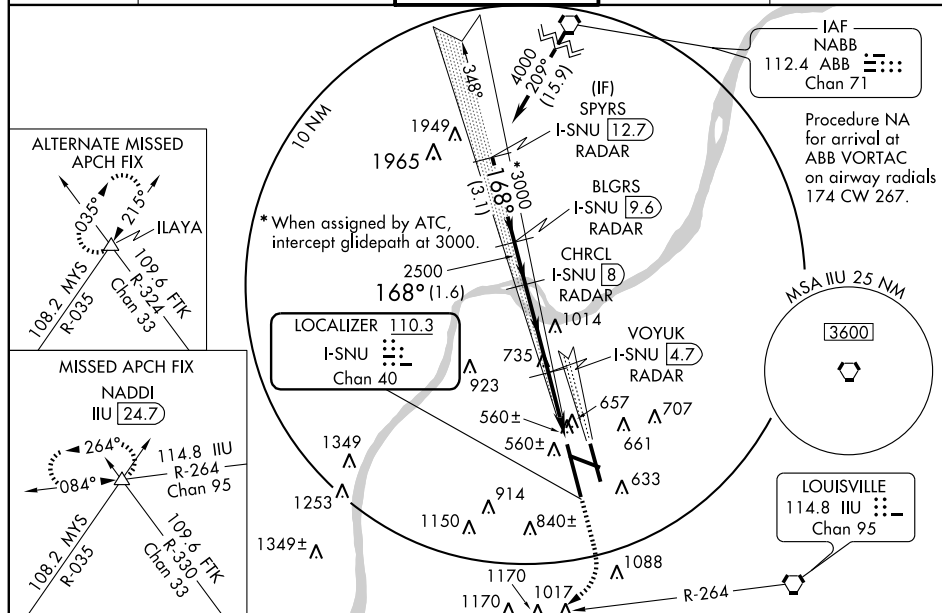
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

▼ For inoperative MALS, increase VOYUK FIX minimums S-LOC 17R Cat. D visibility to RVR 5000. DME or RADAR Required.
▲ **RVR 1800 authorized with the use of FD or AP or HUD to DA.

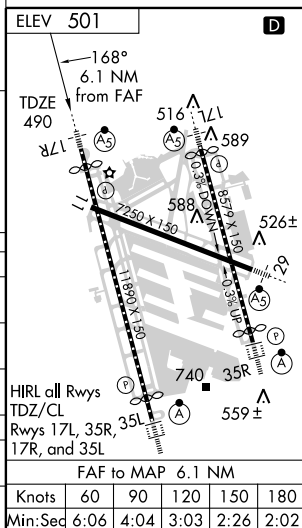


MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 via IIU R-264 to NADDI Int/IU 24.7 DME and hold.

| | | | | |
|------------------------|--|--|-------------------------------|--------------------------------|
| ATIS 118.725 | LOUISVILLE APP CON 132.075 327.0 (EAST) 123.675 327.0 (WEST) | LOUISVILLE TOWER 124.2 257.8 | GND CON 121.7 348.6 | CLNC DEL 126.1 275.8 |
|------------------------|--|--|-------------------------------|--------------------------------|



| CATEGORY | A | B | C | D |
|--------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| S-ILS 17R | **690/24 200 (200-½) | | | |
| S-LOC 17R | 1400/40 | 910 (900-¾) | 1400-2¼ 910 (900-2¼) | 1400-2½ 910 (900-2½) |
| CIRCLING | 1400-1¼ | 899 (900-1¼) | 1400-2¾ 899 (900-2¾) | 1400-3 899 (900-3) |
| VOYUK FIX MINIMUMS | | | | |
| S-LOC 17R | 820/24 | 330 (400-½) | 820/40 330 (400-¾) | |
| CIRCLING | 1040-1 539 (600-1) | 1140-1 639 (700-1) | 1140-1¾ 639 (700-1¾) | 1140-2 639 (700-2) |



| | | |
|--|------------------------|--|
| LOC/DME I-RLI <u>109.35</u> Chan 30 (Y) | APP CRS 348° | Rwy Idg 10000 TDZE 464 Apt Elev 501 |
|--|------------------------|--|

ILS or LOC RWY 35L

LOUISVILLE INTL-STANDIFORD FIELD (SDF)

| | |
|---|--|
|  | ALSF-2  |
|---|--|

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 230° and IJU R-279 to DAMEN Int/IJU 24.5 DME and hold.

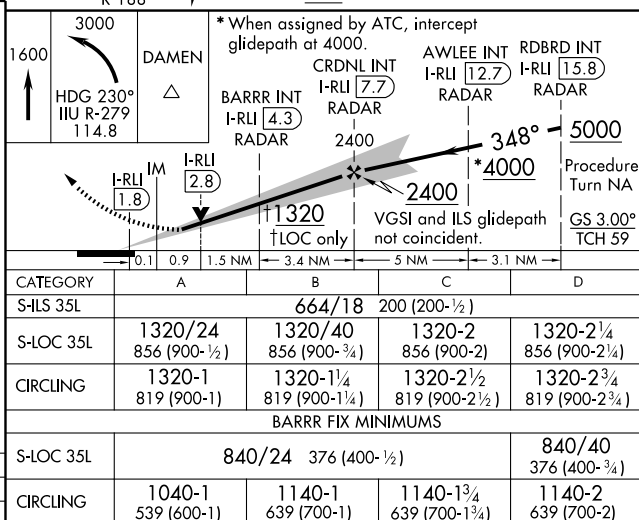
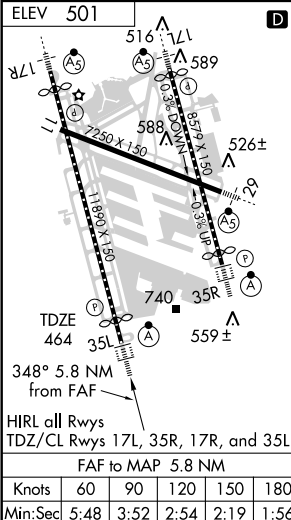
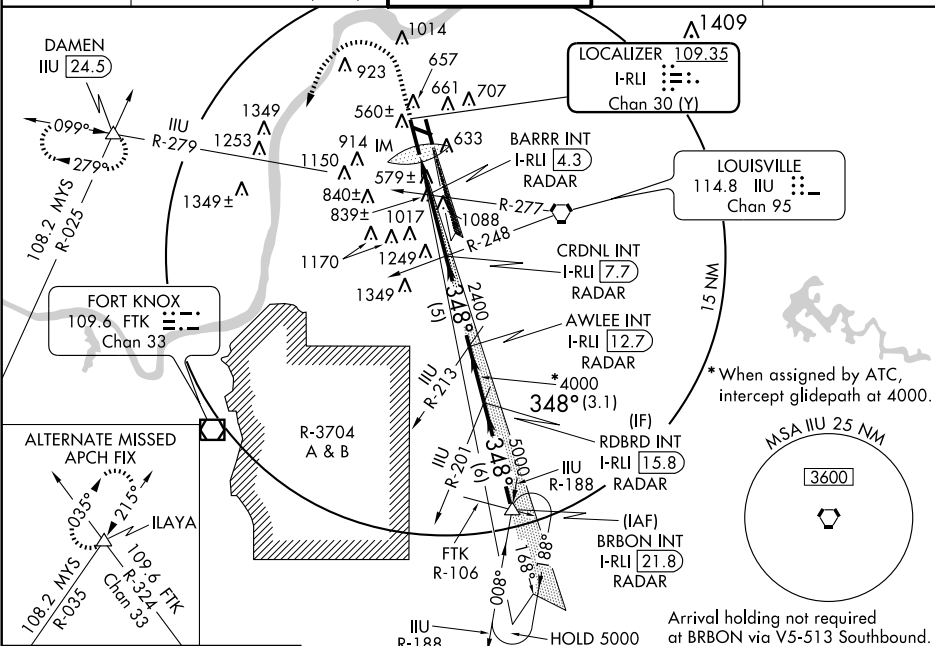
ATIS
118.725

LOUISVILLE APP CON
132.075 327.0 (EAST)
123.675 327.0 (WEST)

LOUISVILLE TOWER
124.2 257.8

GND CON
121.7 348.6

CLNC DEL
126.1 275.8



LOUISVILLE, KENTUCKY
Amdt 2 10098

LOUISVILLE INTL-STANDIFORD FIELD (SDF)

38°10'N - 85°44'W

ILS or LOC RWY 35L

SE-1, 23 SEP 2010 to 21 OCT 2010

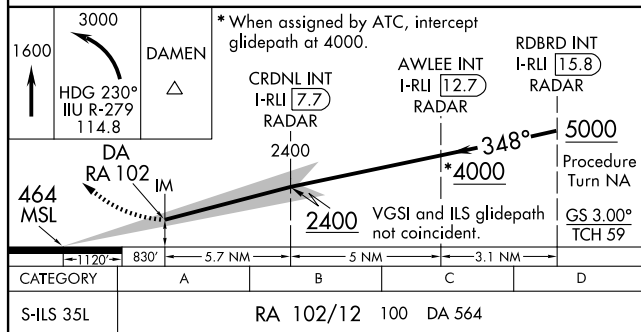
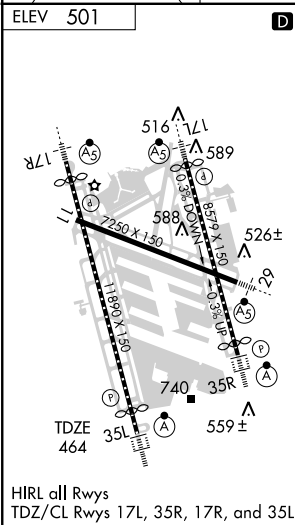
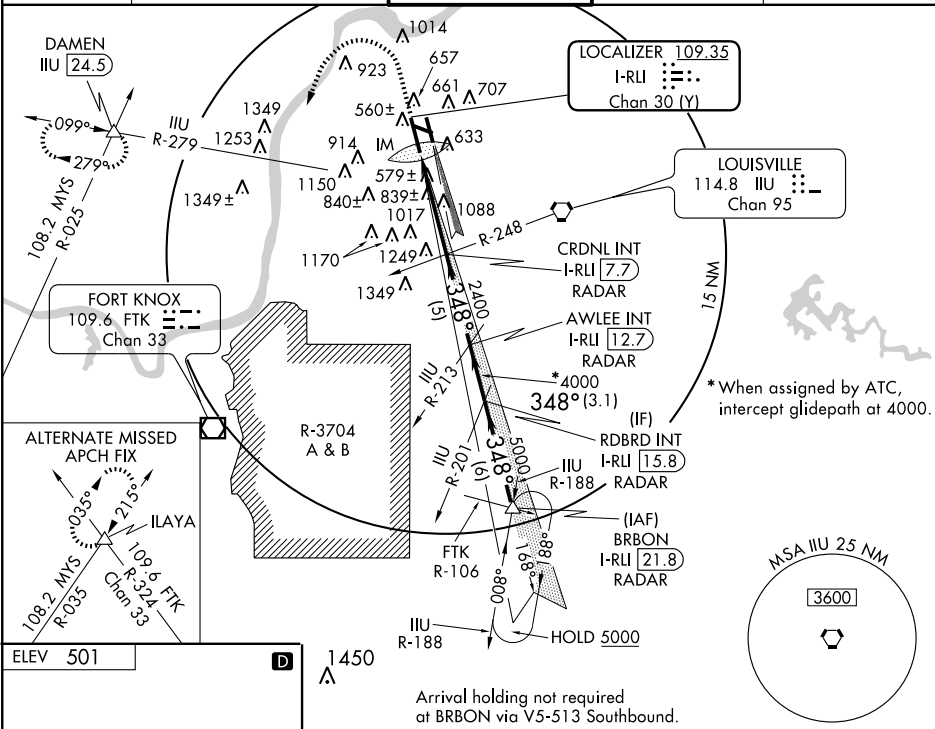
SE-1. 23 SEP 2010 to 21 OCT 2010

| | | |
|---|------------------------|--|
| LOC/DME I-RLI <u>109.35</u> Chan 30 (Y) | APP CRS 348° | Rwy Idg 10000 TDZE 464 Apt Elev 501 |
|---|------------------------|--|

ILS RWY 35L (CAT II)
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

| | | |
|---|---|---|
|  | ALSF-2  | MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 230° and I/U R-279 to DAMEN Int/I/U 24.5 DME and hold. |
|---|---|---|

| | | | | |
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| ATIS 118.725 | LOUISVILLE APP CON 132.075 327.0 (EAST) 123.675 327.0 (WEST) | LOUISVILLE TOWER 124.2 257.8 | GND CON 121.7 348.6 | CLNC DEL 126.1 275.8 |
|-----------------|--|---------------------------------|------------------------|-------------------------|



CATEGORY II - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

| | | | |
|----------------------|-------------|----------|--------------|
| LOC/DME I-RLI | APP CRS | Rwy Idg | 10000 |
| <u>109.35</u> | 348° | TDZE | 464 |
| Chan 30 (Y) | | Apt Elev | 501 |

ILS RWY 35L (CAT III)
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

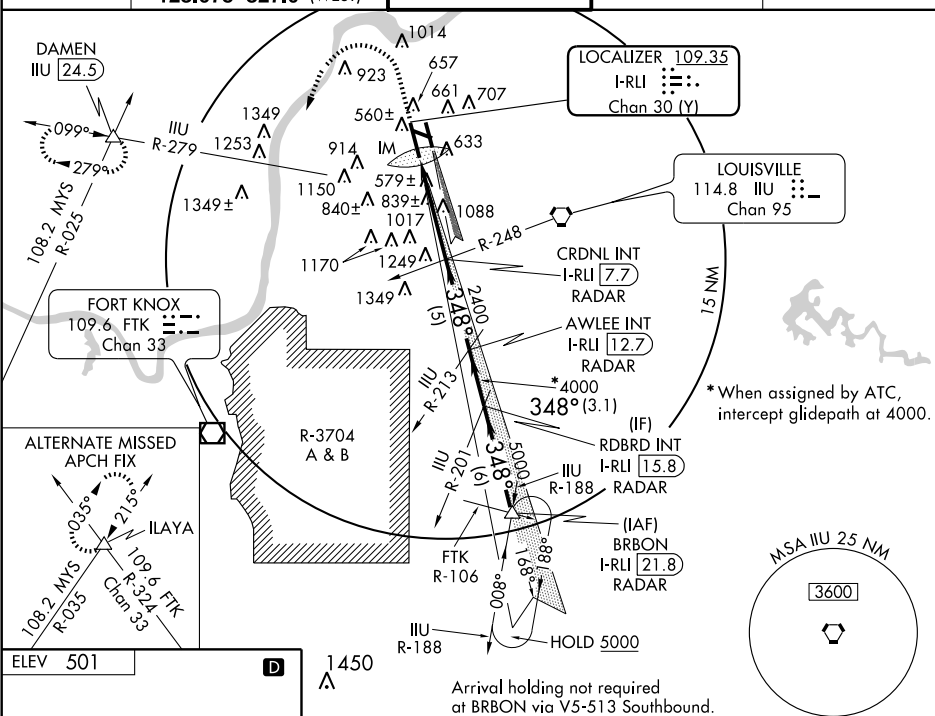
| | | |
|---|---|---|
|   | ALSF-2   | MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 230° and IIL R-279 to DAMEN Int/IIL 24.5 DME and hold. |
|---|---|---|

ATIS
118.725

LOUISVILLE APP CON
132.075 327.0 (EAST)
123.675 327.0 (WEST)

LOUISVILLE TOWER
101.0-257.0

GND CON
121.7 348.6

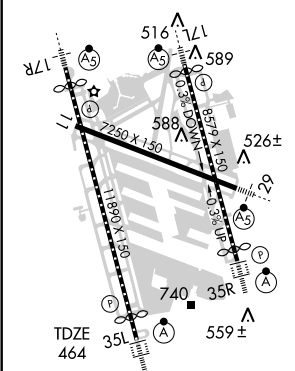
CLNC DEL
126.1 275.8

ELEV 501

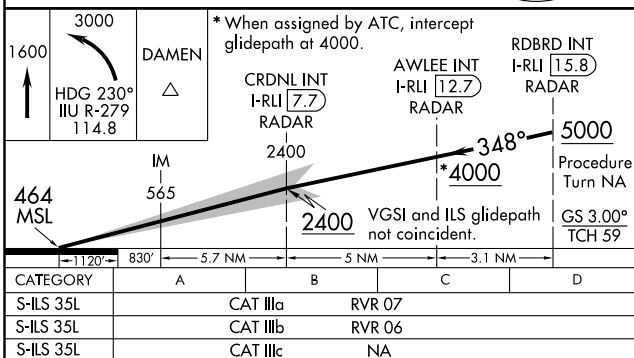
D

1450
A

Arrival holding not required
at BRBON via V5-513 Southbound



HIRL all Rwys
TDZ/CI Rwys 17L 35R 17R and 35L



CATEGORY III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

LOUISVILLE, KENTUCKY
Amdt 2 10098

LOUISVILLE INTL-STANDIFORD FIELD (SDF)

38°10'N - 85°44'W

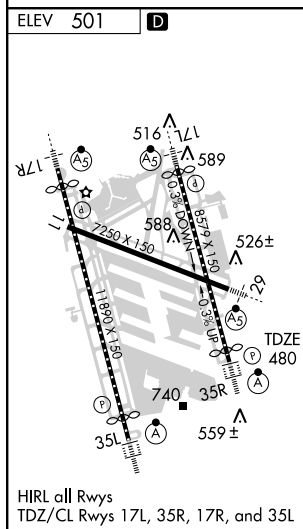
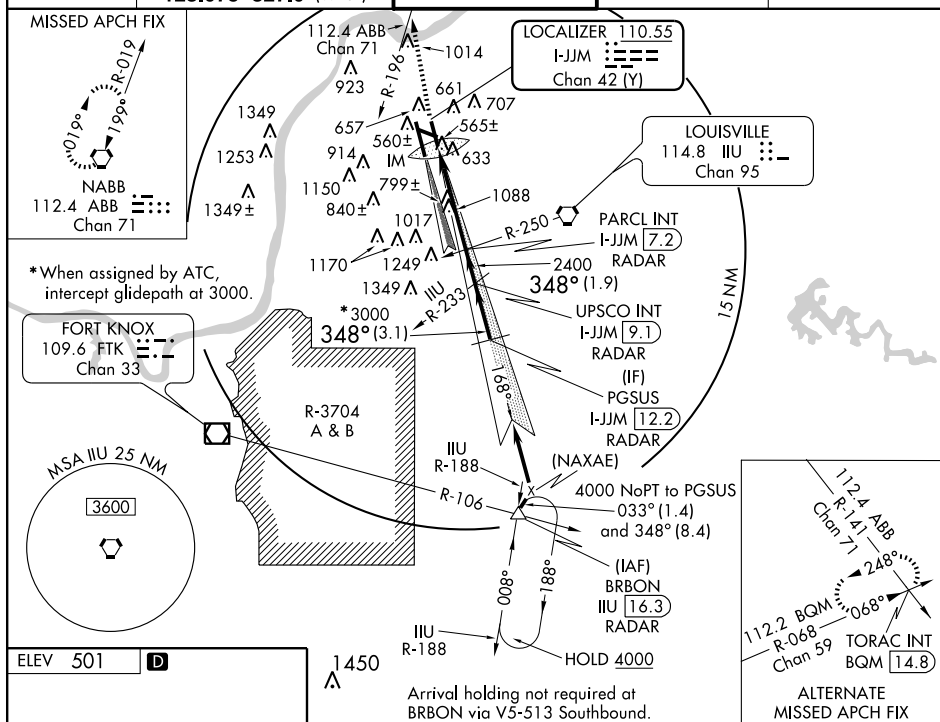
ILS RWY 35L (CAT III)


| | | | |
|--|------------------------|-----------------------------|---|
| LOC/DME I-JJM 110.55 Chan 42 (Y) | APP CRS 348° | Rwy Idg TDZE Apt Elev | 7800 480 501 |
|--|------------------------|-----------------------------|---|

ILS RWY 35R (CAT II)

LOUISVILLE INTL-STANDIFORD FIELD (SDF)

| | | | | |
|------------------------|--|--|--|--------------------------------|
| | | | MISSED APPROACH: Climb to 3000 via heading 348° and ABB VORTAC R-196 to ABB VORTAC and hold. | |
| ATIS 118.725 | LOUISVILLE APP CON 132.075 327.0 (EAST) 123.675 327.0 (WEST) | LOUISVILLE TOWER 124.2 257.8 | GND CON 121.7 348.6 | CLNC DEL 126.1 275.8 |



| | | | | | | |
|--|----------------------|---|---|---|--|---------------------------------------|
| <div>3000</div> <div>↑</div> <div>HDG 348°</div> <div>ABB R-196</div> <div>112.4</div> | | <div>ABB</div> <div></div> | <div>* When assigned by ATC, intercept glidepath at 3000.</div> | | | |
| | | | <div>PARCL INT</div> <div>I-JJM 7.2</div> <div>RADAR</div> | <div>UPSCO INT</div> <div>I-JJM 9.1</div> <div>RADAR</div> | <div>PGSUS INT</div> <div>I-JJM 12.2</div> <div>RADAR</div> | |
| <div>480</div> <div>MSL</div> | | <div>DA</div> <div>RA 110</div> <div>IM</div> | <div>2400</div> | <div>*3000</div> | <div>348°</div> | <div>4000</div> |
| | | | <div>2400</div> | <div>VGSI and ILS glidepath not coincident.</div> | | <div>Procedure Turn NA</div> |
| <div>1100'</div> | | <div>906'</div> | <div>5.6 NM</div> | <div>1.9 NM</div> | <div>3.1 NM</div> | <div>GS 3.00°</div> <div>TCH 61</div> |
| CATEGORY | A | B | C | D | | |
| S-ILS 35R | RA 110/12 100 DA 580 | | | | | |

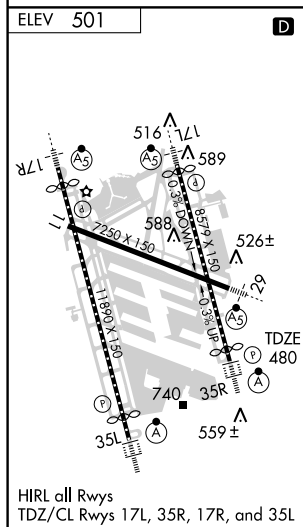
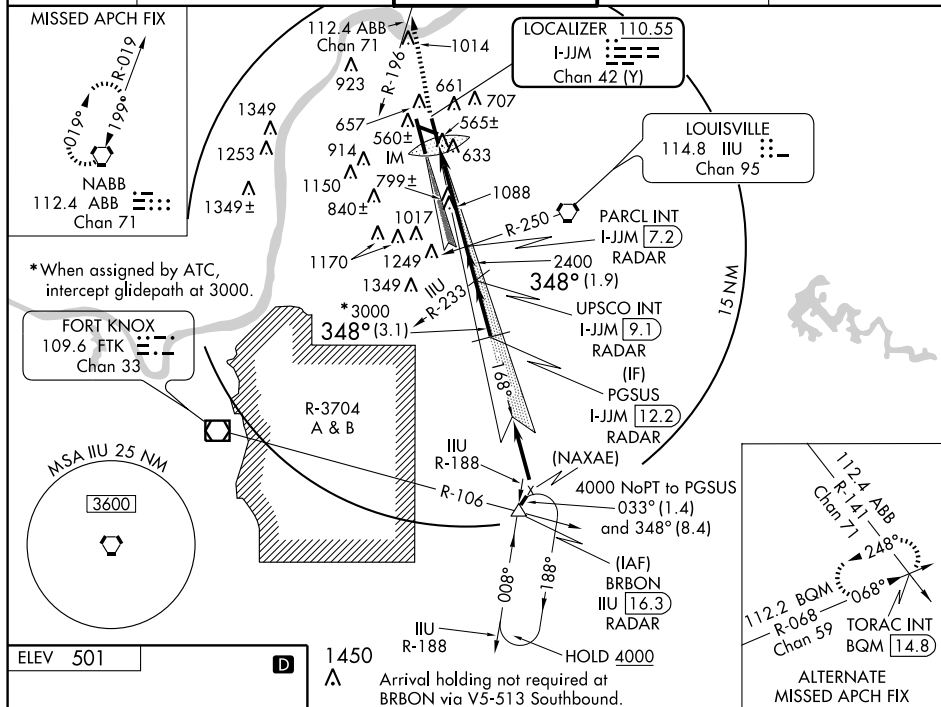
| | | | |
|--|------------------------|-----------------------------|---|
| LOC/DME I-JJM 110.55 Chan 42 (Y) | APP CRS 348° | Rwy Idg TDZE Apt Elev | 7800 480 501 |
|--|------------------------|-----------------------------|---|

ILS RWY 35R (CAT III)

LOUISVILLE INTL-STANDIFORD FIELD (SDF)

| | | |
|----------------------------|-------------|--|
| DME or RADAR REQUIRED. | ALSIF-2 | MISSED APPROACH: Climb to 3000 via heading 348° and ABB VORTAC R-196 to ABB VORTAC and hold. |
|----------------------------|-------------|--|

| | | | | |
|------------------------|--|--|-------------------------------|--------------------------------|
| ATIS 118.725 | LOUISVILLE APP CON 132.075 327.0 (EAST) 123.675 327.0 (WEST) | LOUISVILLE TOWER 124.2 257.8 | GND CON 121.7 348.6 | CLNC DEL 126.1 275.8 |
|------------------------|--|--|-------------------------------|--------------------------------|



| | | | | | | |
|-----------|--------|---|-----------------------------|-----------------------------|------------------------------|-------------------|
| 3000 | ABB | *When assigned by ATC, intercept glidepath at 3000. | PARCL INT I-JJM [7.2] RADAR | UPSCO INT I-JJM [9.1] RADAR | PGSUS INT I-JJM [12.2] RADAR | Procedure Turn NA |
| 480 MSL | IM 586 | 2400 | 2400 | *3000 | 4000 | GS 3.00° TCH 61' |
| 1100' | 1021' | 5.6 NM | 1.9 NM | 3.1 NM | | |
| CATEGORY | A | B | C | D | | |
| S-ILS 35R | | CAT IIIa | RVR 07 | | | |
| S-ILS 35R | | CAT IIIb | RVR 06 | | | |
| S-ILS 35R | | CAT IIIc | NA | | | |

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

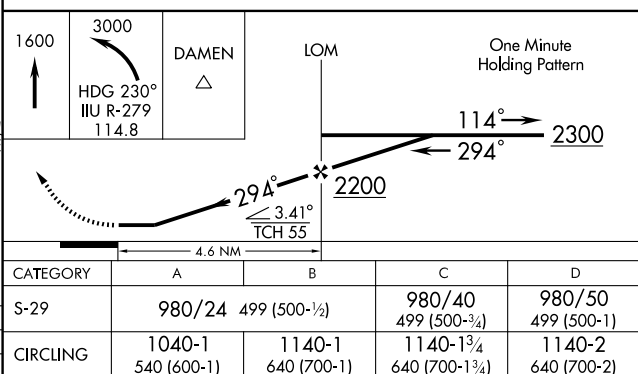
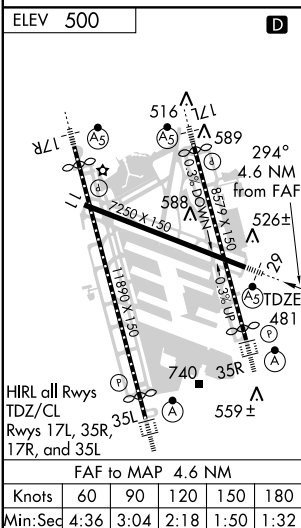
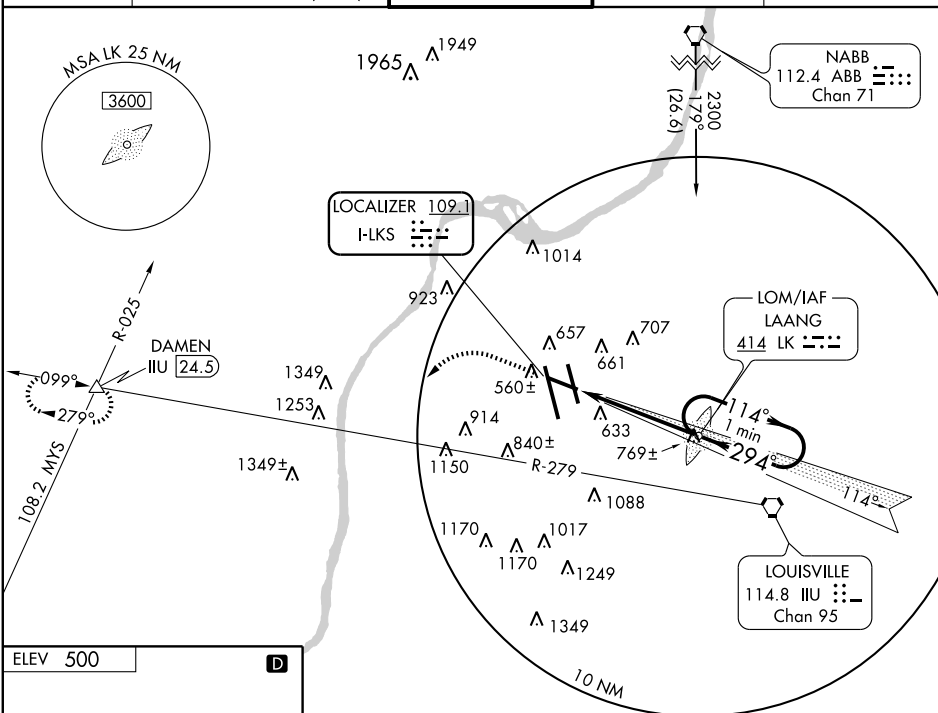
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| LOC I-LKS 109.1 | APP CRS 294° | Rwy Idg TDZE Apt Elev | 7250 481 500 |
|---------------------------|------------------------|-----------------------------|---|

LOC RWY 29

LOUISVILLE INTL-STANDIFORD FIELD (SDF)

| | | |
|---------------|-----------|---|
| ADF Required. | MALSR | MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 230° and ILL R-279 to DAMEN Int/ILL 24.5 DME and hold. |
|---------------|-----------|---|

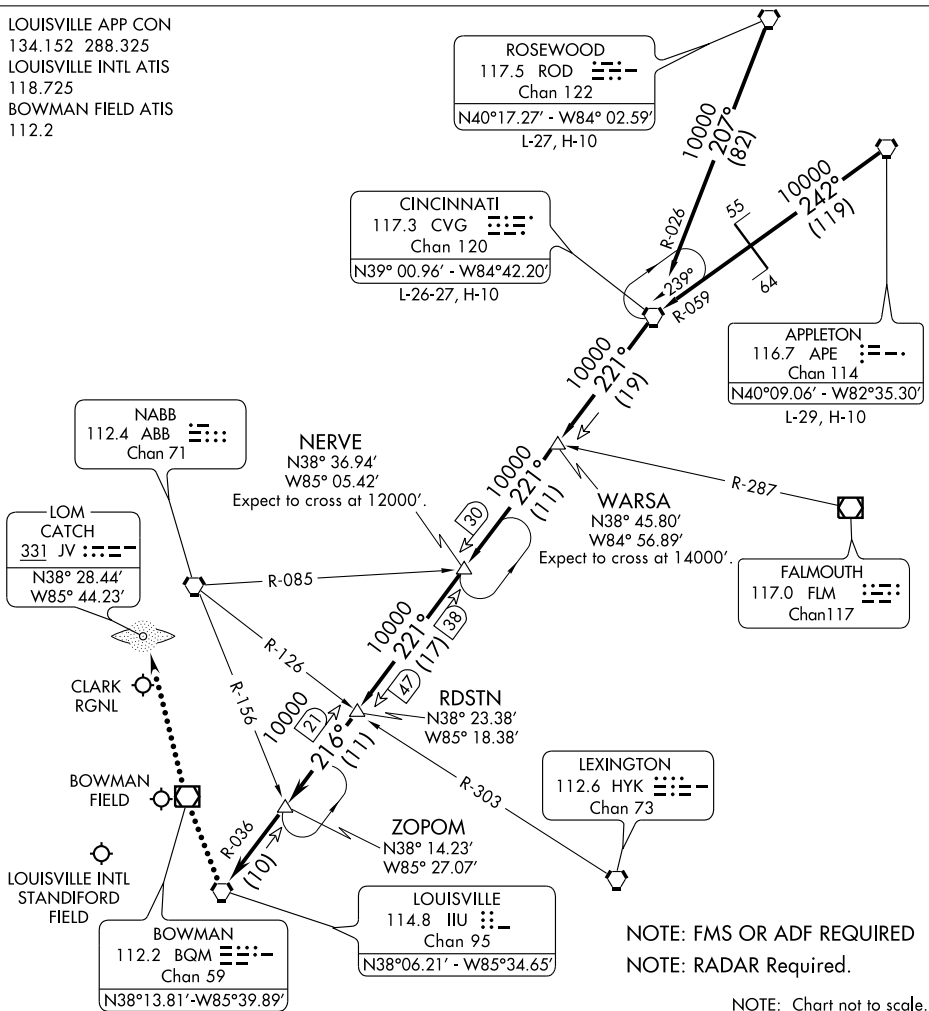
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| ATIS 118.725 | LOUISVILLE APP CON 132.075 327.0 (EAST) 123.675 327.0 (WEST) | LOUISVILLE TOWER 124.2 257.8 | GND CON 121.7 348.6 | CLNC DEL 126.1 275.8 |
|------------------------|--|--|-------------------------------|--------------------------------|



REDSTONE TWO ARRIVAL

LOUISVILLE, KENTUCKY

LOUISVILLE APP CON
134.152 288.325
LOUISVILLE INTL ATIS
118.725
BOWMAN FIELD ATIS
112.2



APPLETON TRANSITION (APE.RDSTN2): From over APE VORTAC via APE R-242 and CVG R-059 to CVG VORTAC, then via CVG R-221 to RDSTN INT. Thence....

CINCINNATI TRANSITION (CVG.RDSTN2): From over CVG VORTAC via CVG R-221 to RDSTN INT. Thence....

ROSEWOOD TRANSITION (ROD.RDSTN2): From over ROD VORTAC via ROD R-207 and CVG R-026 to CVG VORTAC, then via CVG R-221 to RDSTN INT. Thence....

....From over RDSTN INT via IIU R-036 to ZOPOM INT, then via IIU R-036 to IIU VORTAC. Expect vectors to final approach.

LOST COMMUNICATIONS: For JVV - at IIU VORTAC, proceed direct BQM VOR/DME, then direct CATCH (JV) LOM. Maintain 4000 until CATCH LOM.

REDSTONE TWO ARRIVAL

LOUISVILLE, KENTUCKY

| | | |
|--|------------------------|--|
| WAAS CH 90101 W17B | APP CRS 168° | Rwy Idg TDZE 7800 Apt Elev 501 |
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RNAV (GPS) RWY 17L

LOUISVILLE INTL-STANDIFORD FIELD (SDF)



For inoperative MALSR, increase LPV all Cats. visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR



MISSED APPROACH: Climb to 3000 direct MKATE and via 094° track to IIU VORTAC and hold, continue climb-in-hold to 3000.

ATIS
118.725

LOUISVILLE APP CON
132.075 327.0 (EAST)
123.675 327.0 (WEST)

LOUISVILLE TOWER
124.2 257.8

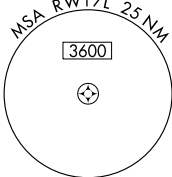
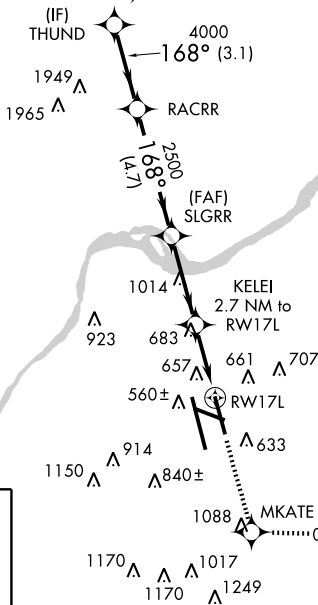
GND CON
121.7 348.6

CLNC DEL
126.1 275.8

(IAF) HONOS
5000
125°
(18.1)
Procedure NA for arrivals at HONOS via V44 westbound, V171 northwest bound.

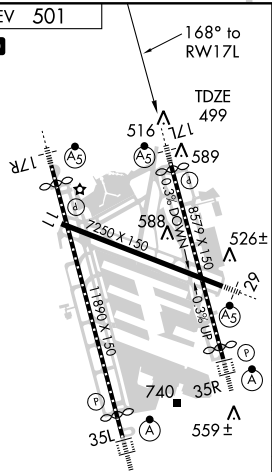
(IAF) NABB ABB
5000
220°
(113.4)
Procedure NA for arrivals at ABB VORTAC on airway radials 174 CW 267.

2549



ELEV 501

D



HIRL all Rwys
TDZ/CL Rwys 17L, 35R, 17R, and 35L

| | | | | | | | | | | | |
|-------|--|--|--|---|--|--|--|------|-------|------|-----|
| THUND | | | | VGSi and RNAV glidepath not coincident. | | | | 3000 | MKATE | 094° | IIU |
| RACRR | | | | | | | | | | | |
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|--|------------------------|--|
| WAAS CH 57909 W17A | APP CRS 168° | Rwy Idg 10000 TDZE 490 Apt Elev 501 |
|--|------------------------|--|

RNAV (GPS) RWY 17R

LOUISVILLE INTL-STANDIFORD FIELD (SDF)

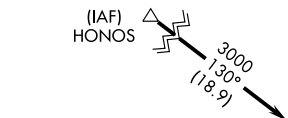
For inoperative MALSR, increase LPV all Cats. visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR



MISSED APPROACH: Climb to 3000 direct TEYUD and via 266° track to NADDI and hold.

| | | | | |
|------------------------|--|--|-------------------------------|--------------------------------|
| ATIS 118.725 | LOUISVILLE APP CON 132.075 327.0 (EAST) 123.675 327.0 (WEST) | LOUISVILLE TOWER 124.2 257.8 | GND CON 121.7 348.6 | CLNC DEL 126.1 275.8 |
|------------------------|--|--|-------------------------------|--------------------------------|

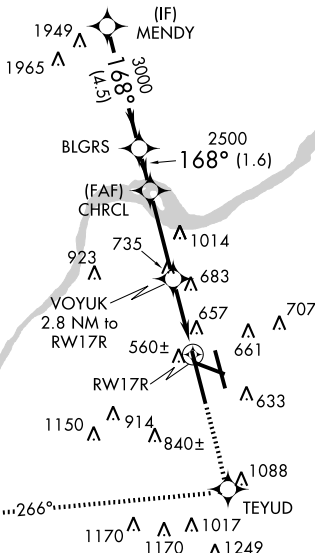


Procedure NA for arrivals at HONOS via V44 westbound, V171 northwest bound.



Procedure NA for arrivals at ABB VORTAC on airway radials 174 CW 267.

2549



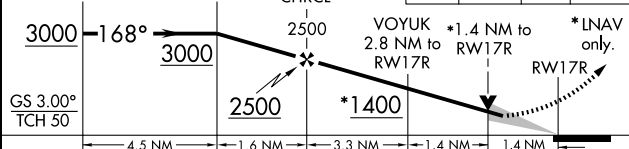
MISSED APCH FIX



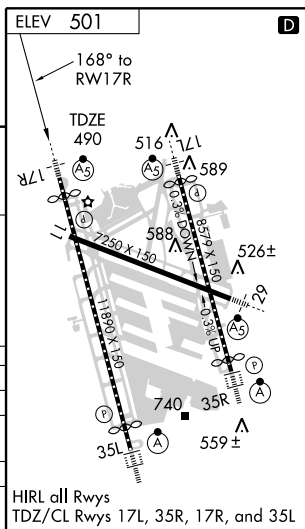
Procedure Turn NA

VGSI and RNAV glidepath not coincident.

3000 TEYUD 266° TRK NADDI



| CATEGORY | A | B | C | D |
|--------------|-----------------------|-----------------------|-------------------------------|-----------------------|
| LPV DA | | 755/24 | 265 (300-1/2) | |
| LNAV/VNAV DA | | 946/50 | 456 (500-1) | |
| LNAV MDA | 1000/24 | 510 (500-1/2) | 1000/50 | 510 (500-1) |
| CIRCLING | 1040-1 539 (600-1) | 1140-1 639 (700-1) | 1140-1 3/4 639 (700-1 3/4) | 1140-2 639 (700-2) |



HIRL all Rwys
TDZ/CL Rws 17L, 35R, 17R, and 35L

| | | |
|--|------------------------|---|
| WAAS CH 81801 W29A | APP CRS 294° | Rwy Idg 7250 TDZE 480 Apt Elev 501 |
|--|------------------------|---|

RNAV (GPS) RWY 29

LOUISVILLE INTL-STANDIFORD FIELD (SDF)

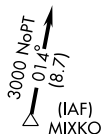
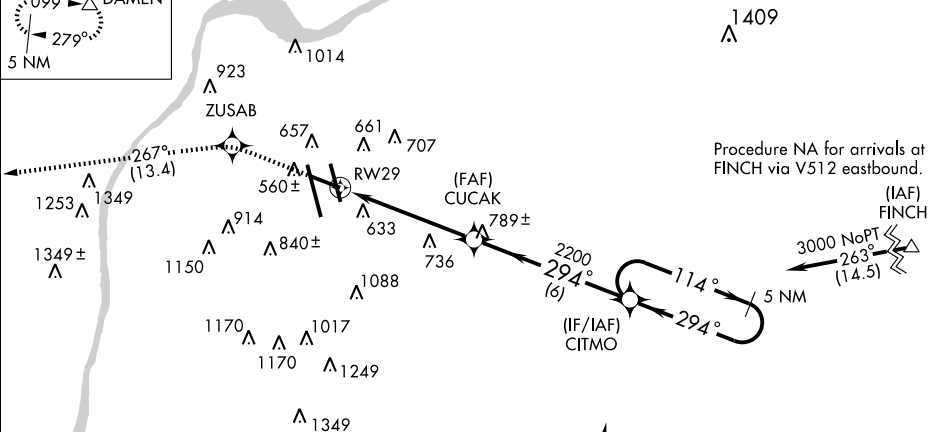
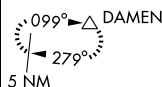
▼ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 48° C (118° F).
▲ If local altimeter setting not received, use Bowman Field altimeter setting.
 Baro-VNAV NA when using Bowman Field altimeter setting.
 For inoperative MALSR increase LPV visibility all Cats. to RVR 5000.



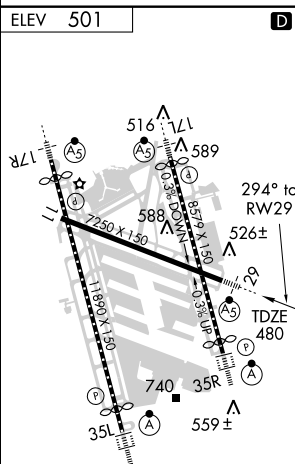
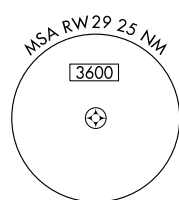
MISSED APPROACH: Climb to 3000 direct ZUSAB and via 267° track to DAMEN and hold.

| | | | | |
|------------------------|--|--|-------------------------------|--------------------------------|
| ATIS 118.725 | LOUISVILLE APP CON 132.075 327.0 (EAST) 123.675 327.0 (WEST) | LOUISVILLE TOWER 124.2 257.8 | GND CON 121.7 348.6 | CLNC DEL 126.1 275.8 |
|------------------------|--|--|-------------------------------|--------------------------------|




MISSED APCH FIX



Procedure NA for arrivals at MIXKO via V51 southbound.



HIRL all Rwys
TDZ/CL Rwys 17L,
35R, 17R, and 35L

| | | | | | | | |
|---|---|----------|---|----------------------|--|--|--|
| 3000 | ZUSAB | TRK 267° | DAMEN | 5 NM Holding Pattern | | | |
|  |  | |  | | | | |
| | | | | | | | |

LOUISVILLE, KENTUCKY
Orig 10098

LOUISVILLE INTL-STANDIFORD FIELD (SDF)
38°10'N - 85°44'W

RNAV (GPS) RWY 29

| | | |
|--|------------------------|---|
| WAAS CH 70709 W35D | APP CRS 348° | Rwy Idg 7800 TDZE 480 Apt Elev 501 |
|--|------------------------|---|

RNAV (GPS) RWY 35R

LOUISVILLE INTL-STANDIFORD FIELD (SDF)



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000
direct WOGON and via 015° track
to ABB VORTAC and hold.

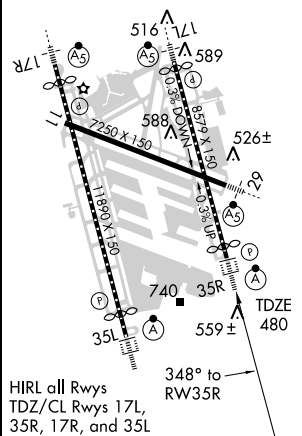
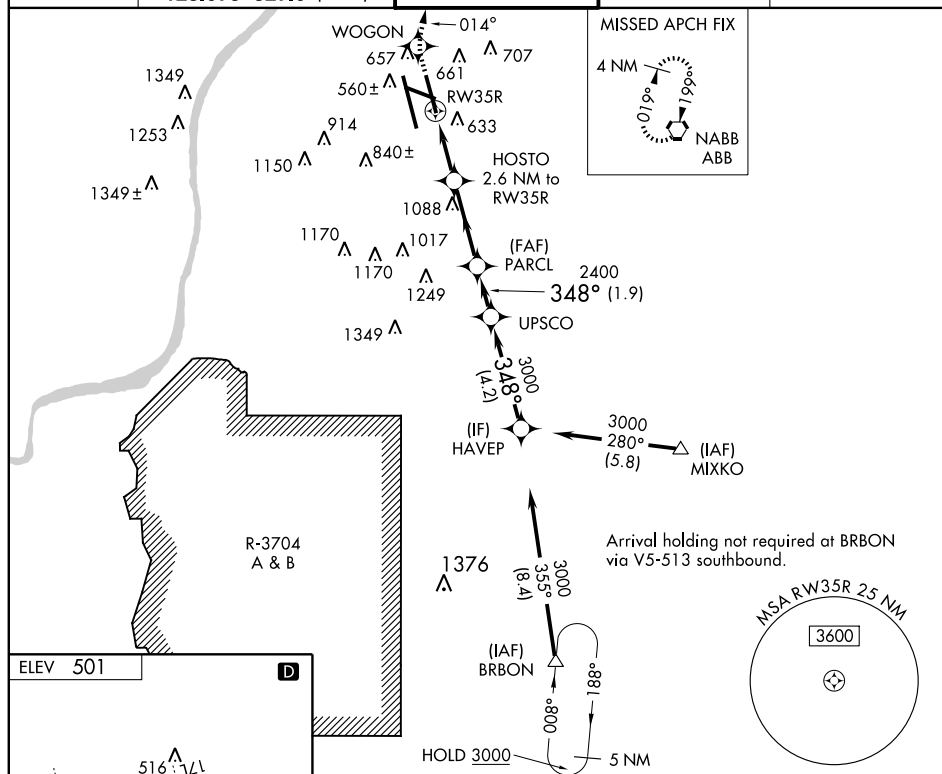
ATIS
118.725

LOUISVILLE APP CON
132.075 327.0 (EAST)
123.675 327.0 (WEST)

LOUISVILLE TOWER
124.2 257.8

GND CON
121.7 348.6

CLNC DEL
126.1 275.8



| | | | | | | | |
|--------------|-----------------------|------------------|-----------------------|--|-------------------------|--------------|-------------------------|
| 3000 | WOGON | 015° TRK | ABB | VGSI and RNAV glidepath not coincident. | | UPSCO | HAVEP |
| | | | | | | | |
| *LNAV only. | | *1.4 NM to RW35R | HOSTO 2.6 NM to RW35R | | PARCL | 348° | <u>3000</u> |
| | | RW35R | | | | | Procedure Turn NA |
| | | 1.4 | | | 3.2 NM | | 4.2 NM |
| | | 1.2 NM | | | 1.9 NM | | |
| CATEGORY | A | | B | | C | | D |
| LPV DA | | | 680/18 | | 200 (200-½) | | |
| LNAV/VNAV DA | | | 990/60 | | 510 (500-1¼) | | |
| LNAV MDA | 1000/24 | | 520 (500-½) | | 1000/50 520 (500-1) | | 1000/60 520 (500-1¼) |
| CIRCLING | 1040-1 539 (600-1) | | 1140-1 639 (700-1) | | 1140-1¾ 639 (700-1¾) | | 1140-2 639 (700-2) |

LOUISVILLE, KENTUCKY
Orig 10098

LOUISVILLE INTL-STANDIFORD FIELD (SDF)
38°10'N - 85°44'W **RNAV (GPS) RWY 35R**

SE-1. 23 SEP 2010 to 21 OCT 2010

SE-1, 23 SEP 2010 to 21 OCT 2010

| | | |
|--|------------------------|--|
| WAAS CH 86203 W35A | APP CRS 348° | Rwy Idg 10000 TDZE 464 Apt Elev 501 |
|--|------------------------|--|

RNAV (GPS) Y RWY 35L

LOUISVILLE INTL-STANDIFORD FIELD (SDF)



Inoperative table does not apply to LNAV/VNAV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.



MISSED APPROACH: Climb to 3000 direct JUKBU and via 260° track to DAMEN and hold.

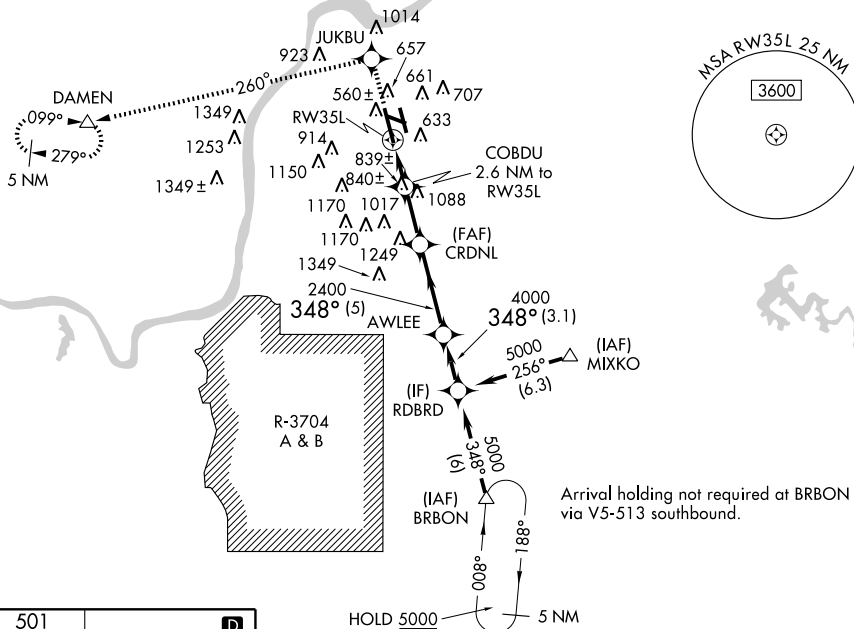
ATIS
118.725

LOUISVILLE APP CON
132.075 327.0 (EAST)
123.675 327.0 (WEST)

LOUISVILLE TOWER
124.2 257.8

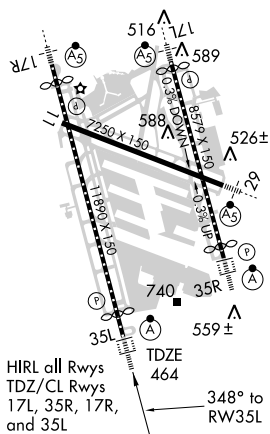
GND CON
121.7 348.6

CLNC DEL
126.1 275.8



ELEV 501

D



| | | | | | | |
|--------------|-----------------------|-------------|---------------|---|---------|-------------------|
| 3000 | JUKBU | TRK 260° | DAMEN | VGSI and RNAV glidepath not coincident. | AWLEE | RDBRD |
| * LNAV only | COBDU 2.6 NM to RW35L | CRDNL | 2400 | 348° | 5000 | Procedure Turn NA |
| | * 1.5 NM to RW35L | | * 1340 | 2400 | 4000 | GS 3.00° |
| | 1.5 | 1.1 | 3.2 NM | 5 NM | 3.1 NM | TCH 59 |
| CATEGORY | A | B | C | D | | |
| LPV DA | 714/24 | | 250 (300-½) | | | |
| LNAV/VNAV DA | 1648-5 | | 1184 (1200-5) | | | |
| LNAV MDA | 1000/24 | 536 (500-½) | 1000/50 | 536 (500-1) | 1000/60 | 536 (500-1¼) |
| CIRCLING | 1040-1 | 1140-1 | 1140-1¾ | 639 (700-1¾) | 1140-2 | 639 (700-2) |

APP CRS **348°**
Rwy Idg **10000**
TDZE **464**
Apt Elev **501**

RNAV (RNP) Z RWY 35L

LOUISVILLE INTL-STANDIFORD FIELD (SDF)



NA

GPS Required. For inoperative ALSF-2, increase RNP 0.16 all Cats. visibility to 1½ miles, RNP 0.30 all Cats. visibility to 2 miles. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F).



ALSF-2

MISSED APPROACH: Climb to 3000 direct CHRCL and via 298° track to OVNOE and via 224° track to DAMEN and hold.

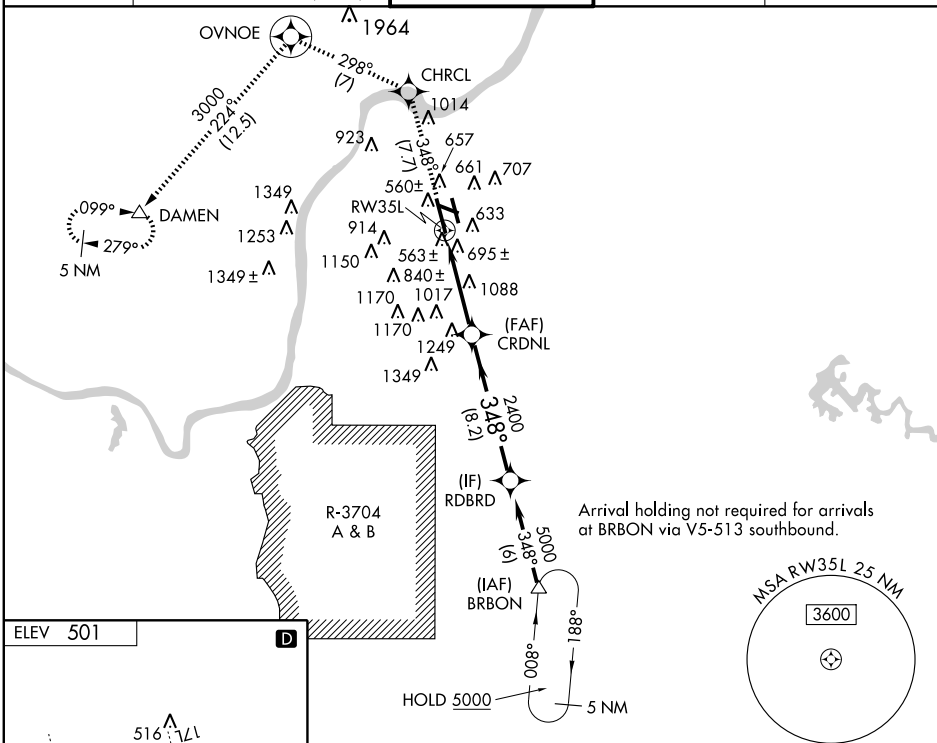
ATIS
118.725

LOUISVILLE APP CON
132.075 327.0 (EAST)
123.675 327.0 (WEST)

LOUISVILLE TOWER
124.2 257.8

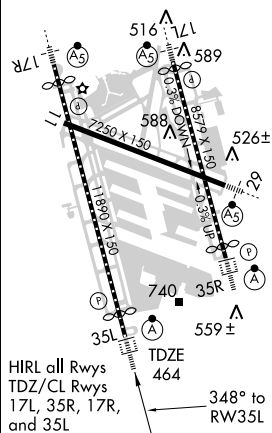
GND CON
121.7 348.6

CLNC DEL
126.1 275.8

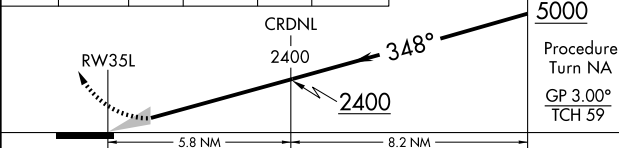


ELEV 501

D



| | | | | |
|------|----------|----------|-------|---|
| 3000 | CHRCL | OVNOE | DAMEN | VGSI and RNAV glidepath not coincident. RDBRD |
| ↑ | TRK 298° | TRK 224° | △ | |



| CATEGORY | A | B | C | D |
|-------------|---------|--------------|---|---|
| RNP 0.16 DA | 905/50 | 441 (500-1) | | |
| RNP 0.30 DA | 1057-1½ | 593 (600-1½) | | |

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

MADISONVILLE MUNI (2IØ) 5 NE UTC-6(-5DT) N37°21.36' W87°23.89'

CINCINNATI

439 B FUEL 100, JET A+ OX 3 NOTAM FILE LOU

H-5E, L-161

RWY 05-23: H6050X100 (ASPH) S-75, D-130 HIRL 0.5% up SW

IAP

RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 33'. Trees.

RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 45'.

AIRPORT REMARKS: Attended Mon-Fri 1300-2300Z†, Sat-Sun; and holidays 1400-2300Z†. PAPI Rwy 05 and Rwy 23 on continuous.

HIRL Rwy 05-23 preset low ints, to increase ints and ACTIVATE

REIL Rwy 05 and Rwy 23—CTAF.

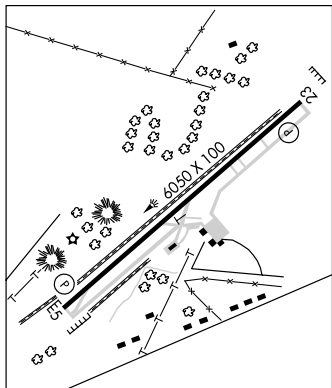
WEATHER DATA SOURCES: AWOS-3 126.475 (270) 821-4554.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ EVANSVILLE APP/DEP CON 126.4 (1200-0500Z) CLNC DEL 120.1

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 128.3 (0500-1200Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

CENTRAL CITY (L) VORTAC 109.8 CCT Chan 35 N37°22.95'
W87°15.82' 257° 6.6 NM to fld. 450/01W.**MARION-CRITTENDEN CO** (5M9) 1 SW UTC-6(-5DT) N37°20.18' W88°06.58'

ST LOUIS

650 B FUEL 100LL, JET A+ NOTAM FILE LOU

L-161

RWY 07-25: H4400X75 (ASPH) MIRL 0.5% up W

IAP

RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 32'. Trees.

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 33'.

AIRPORT REMARKS: Unattended. Ctc arpt manager for current rwy conditions 270-965-4242. ACTIVATE MIRL Rwy 07-25, REIL Rwy 07 and Rwy 25, PAPI Rwy 07 and Rwy 25—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE PAH.

CUNNINGHAM (L) VORTACW 113.1 CNG Chan 78 N37°00.52' W88°50.22' 057° 40.0 NM to fld. 480/03E.

MAYFIELD GRAVES CO (M25) 3 NE UTC-6(-5DT) N36°46.18' W88°35.08'

ST LOUIS

523 B FUEL 100LL, JET A+ NOTAM FILE LOU

H-6J, L-161

RWY 18-36: H5001X100 (ASPH) S-30 MIRL

IAP

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 32'.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 42'. Trees.

AIRPORT REMARKS: Attended 1400Z†-dusk. ACTIVATE MIRL Rwy 18-36,

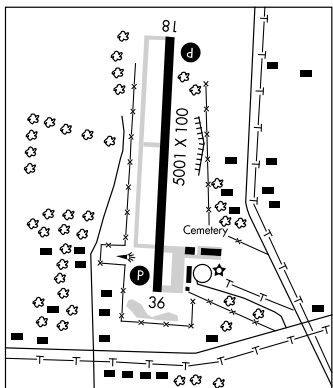
REIL and PAPI Rws 18 and 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.625 (270) 247-2094.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ MEMPHIS CENTER APP/DEP CON 133.65

RADIO AIDS TO NAVIGATION: NOTAM FILE PAH.

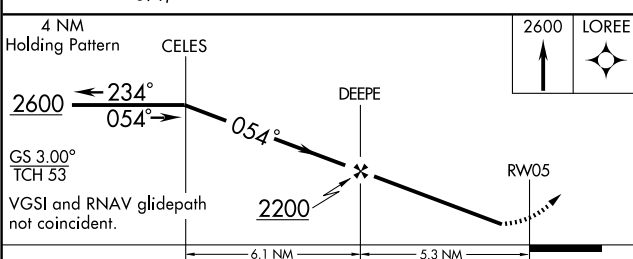
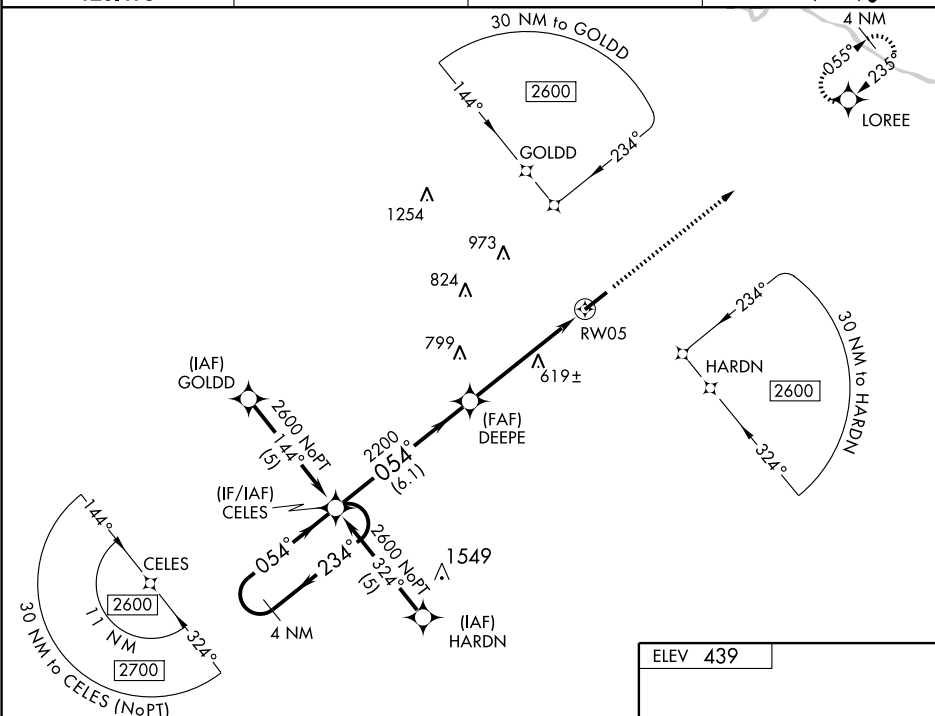
CUNNINGHAM (L) VORTACW 113.1 CNG Chan 78 N37°00.52'
W88°50.22' 137° 18.8 NM to fld. 480/03E.NDB (MHW) 401 GKG N36°41.46' W88°35.54' 005° 4.6 NM
to fld. NOTAM FILE LOU. Unmonitored.

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 82512 W05A | APP CRS 054° | Rwy Idg TDZE Apt Elev | 6050 439 439 |
|--|------------------------|-----------------------------|---|

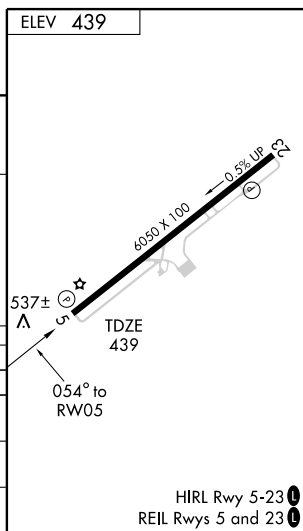
RNAV (GPS) RWY 5

MADISONVILLE MUNI (2I0)

| | |
|---|--|
| <p>▼ ▲ NA</p> <p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Evansville Rgnl altimeter setting and increase all DA 99 feet, and all MDA 100 feet, increase LPV and LNAV/VNAV all Cats. and LNAV Cats. C and D visibility ¼ mile. Baro VNAV NA when using Evansville Rgnl altimeter setting.</p> | <p>MISSED APPROACH: Climb to 2600 direct LOREE and hold.</p> |
|---|--|

AWOS-3
126.475EVANSVILLE APP CON ★
126.4 226.4CLNC DEL
120.1UNICOM
122.7 (CTAF) 0

| CATEGORY | A | B | C | D |
|--------------|----------------------|----------------------|------------------------|------------------------|
| LPV DA | | 775-1¼ | 336 (400-1¼) | |
| LNAV/VNAV DA | | 807-1¼ | 368 (400-1¼) | |
| LNAV MDA | 880-1 441 (500-1) | 441 (500-1) | 880-1¼ 441 (500-1¼) | 880-1½ 441 (500-1½) |
| CIRCLING | 880-1 441 (500-1) | 900-1 461 (500-1) | 900-1½ 461 (500-1½) | 1000-2 561 (600-2) |



MADISONVILLE, KENTUCKY

Orig 09127

37°21'N-87°24'W

MADISONVILLE MUNI (2I0)

RNAV (GPS) RWY 5

SE-1, 23 SEP 2010 to 21 OCT 2010

SE-1, 23 SEP 2010 to 21 OCT 2010

| | | | |
|--|------------------------|---|-------------|
| WAAS CH 77911 W23A | APP CRS 235° | Rwy Idg TDZE 418 Apt Elev 439 | 6050 |
|--|------------------------|---|-------------|

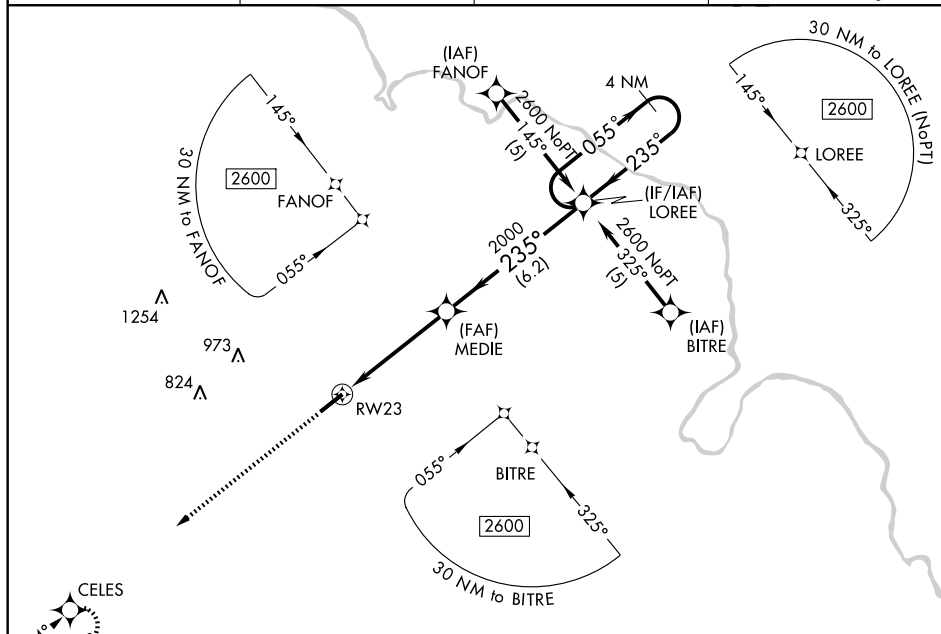
RNAV (GPS) RWY 23

MADISONVILLE MUNI (2I0)

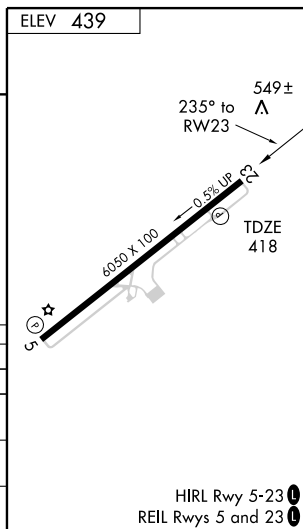
NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Evansville Rgnl altimeter setting and increase all DA/MDA 100 feet, increase LPV and LNAV/VNAV all Cats., LNAV Cats. C and D visibility ¼ mile. Baro VNAV and VDP NA when using Evansville Rgnl altimeter setting.

MISSED APPROACH:
Climb to 2600 direct CELES and hold.

| | | | |
|--------------------------|--|--------------------------|---------------------------------|
| AWOS-3 126.475 | EVANSVILLE APP CON ★ 126.4 226.4 | CLNC DEL 120.1 | UNICOM 122.7 (CTAF) 0 |
|--------------------------|--|--------------------------|---------------------------------|



| | | | | | |
|--------------|------------------|-------------|--------------|--------------|--|
| 2600 | CELES | | | | |
| ↑ | ★ | | | | |
| * LNAV only | | | | | |
| | * 1.1 NM to RW23 | | | | |
| | RW23 | | | | |
| | 1.1 | 3.7 NM | 6.2 NM | | |
| CATEGORY | A | B | C | D | |
| LPV DA | | 740-1¼ | 322 (400-1¼) | | |
| LNAV/VNAV DA | | 819-1½ | 401 (400-1½) | | |
| LNAV MDA | | 800-1 | 382 (400-1) | 800-1¼ | |
| | | | | 382 (400-1¼) | |
| CIRCLING | 880-1 | 900-1 | 900-1½ | 1000-2 | |
| | 441 (500-1) | 461 (500-1) | 461 (500-1½) | 561 (600-2) | |



MADISONVILLE, KENTUCKY

Orig 09127

37°21'N-87°24'W

MADISONVILLE MUNI (2I0)

RNAV (GPS) RWY 23

HIRL Rwy 5-23 0

REIL Rwy 5 and 23 0

SE-1, 23 SEP 2010 to 21 OCT 2010

SE-1, 23 SEP 2010 to 21 OCT 2010

| | | |
|--|------------------------|--|
| VORTAC CCT 109.8 Chan 35 | APP CRS 259° | Rwy Idg TDZE Apt Elev 6050 418 439 |
|--|------------------------|--|

VOR RWY 23

MADISONVILLE MUNI (2I0)

NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Evansville Rgnl altimeter setting and increase all MDA 100 feet, and increase S-23 Cats. C and D visibility ¼ mile.

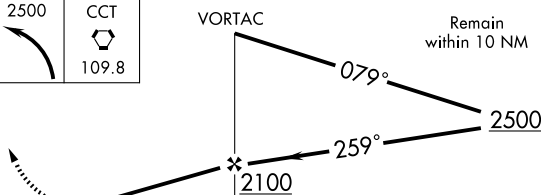
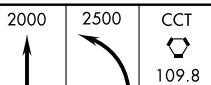
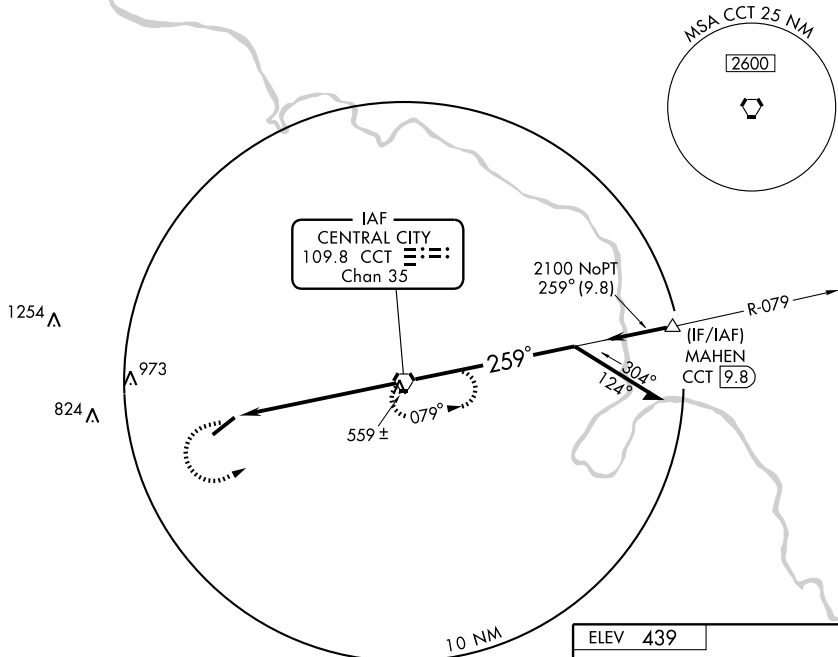
MISSED APPROACH: Climb to 2000 then climbing left turn 2500 direct CCT VORTAC and hold.

AWOS-3
126.475

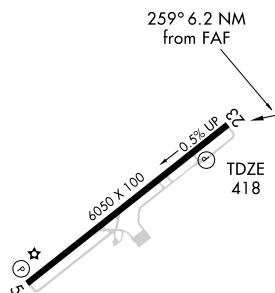
EVANSVILLE APP CON ★
126.4 226.4

CLNC DEL
120.1

UNICOM
122.7 (CTAF) 0



ELEV **439**



| CATEGORY | A | B | C | D |
|----------|-------------------|-------------------|-------------------|--------------------|
| S-23 | 820-1 402 (400-1) | 820-1 402 (400-1) | 820-1 402 (400-1) | 820-1 402 (400-1) |
| CIRCUING | 880-1 441 (500-1) | 900-1 461 (500-1) | 900-1 461 (500-1) | 1000-2 561 (600-2) |

| | | | | | |
|---------------------|------|------|------|------|------|
| HIRL Rwy 5-23 0 | | | | | |
| REIL Rwy 5 and 23 0 | | | | | |
| FAF to MAP 6.2 NM | | | | | |
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:12 | 4:08 | 3:06 | 2:29 | 2:04 |

MADISONVILLE MUNI (2IØ) 5 NE UTC-6(-5DT) N37°21.36' W87°23.89'

CINCINNATI

439 B FUEL 100, JET A+ OX 3 NOTAM FILE LOU

H-5E, L-161

RWY 05-23: H6050X100 (ASPH) S-75, D-130 HIRL 0.5% up SW

IAP

RWY 05: REIL. PAPI(P4L)—GA 3.0°TCH 33'. Trees.

RWY 23: REIL. PAPI(P4L)—GA 3.0°TCH 45'.

AIRPORT REMARKS: Attended Mon-Fri 1300-2300Z†, Sat-Sun; and holidays 1400-2300Z†. PAPI Rwy 05 and Rwy 23 on continuous.

HIRL Rwy 05-23 preset low ints, to increase ints and ACTIVATE REIL Rwy 05 and Rwy 23—CTAF.

WEATHER DATA SOURCES: AWOS-3 126.475 (270) 821-4554.

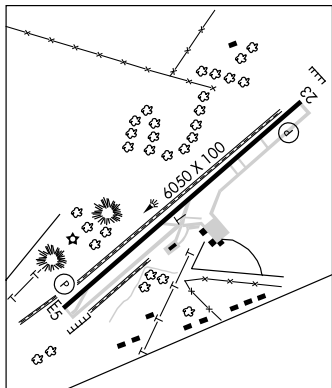
COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ EVANSVILLE APP/DEP CON 126.4 (1200-0500Z) CLNC DEL 120.1

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 128.3 (0500-1200Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

CENTRAL CITY (L) VORTAC 109.8 CCT Chan 35 N37°22.95' W87°15.82' 257° 6.6 NM to fld. 450/01W.

**MARION-CRITTENDEN CO** (5M9) 1 SW UTC-6(-5DT) N37°20.18' W88°06.58'

ST LOUIS

650 B FUEL 100LL, JET A+ NOTAM FILE LOU

L-161

RWY 07-25: H4400X75 (ASPH) MIRL 0.5% up W

IAP

RWY 07: REIL. PAPI(P4L)—GA 3.0°TCH 32'. Trees.

RWY 25: REIL. PAPI(P4L)—GA 3.0°TCH 33'.

AIRPORT REMARKS: Unattended. Ctc arpt manager for current rwy conditions 270-965-4242. ACTIVATE MIRL Rwy 07-25, REIL Rwy 07 and Rwy 25, PAPI Rwy 07 and Rwy 25—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE PAH.

CUNNINGHAM (L) VORTACW 113.1 CNG Chan 78 N37°00.52' W88°50.22' 057° 40.0 NM to fld. 480/03E.

MAYFIELD GRAVES CO (M25) 3 NE UTC-6(-5DT) N36°46.18' W88°35.08'

ST LOUIS

523 B FUEL 100LL, JET A+ NOTAM FILE LOU

H-6J, L-161

RWY 18-36: H5001X100 (ASPH) S-30 MIRL

IAP

RWY 18: REIL. PAPI(P4L)—GA 3.0°TCH 32'.

RWY 36: REIL. PAPI(P4L)—GA 3.0°TCH 42'. Trees.

AIRPORT REMARKS: Attended 1400Z†-dusk. ACTIVATE MIRL Rwy 18-36, REIL and PAPI Rws 18 and 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.625 (270) 247-2094.

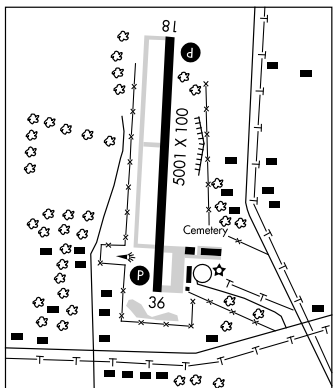
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ MEMPHIS CENTER APP/DEP CON 133.65

RADIO AIDS TO NAVIGATION: NOTAM FILE PAH.

CUNNINGHAM (L) VORTACW 113.1 CNG Chan 78 N37°00.52' W88°50.22' 137° 18.8 NM to fld. 480/03E.

NDB (MHW) 401 GKG N36°41.46' W88°35.54' 005° 4.6 NM to fld. NOTAM FILE LOU. Unmonitored.



APP CRS **068°**
Rwy Idg **4400**
TDZE **650**
Apt Elev **652**

RNAV (GPS) RWY 7
MARION-CRITTENDEN COUNTY (5M9)

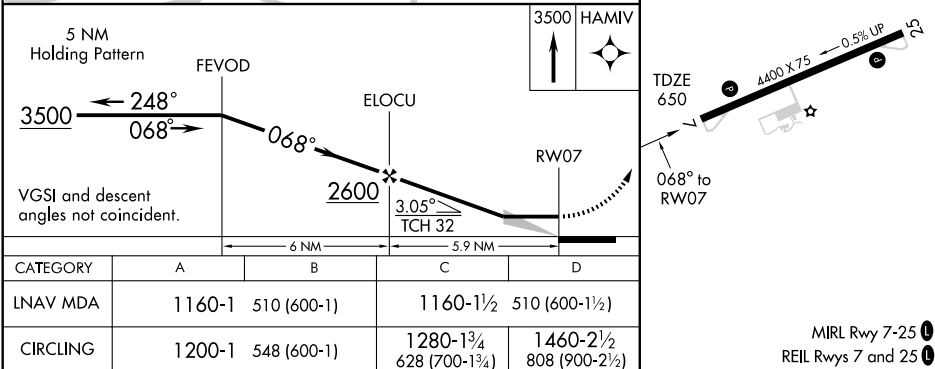
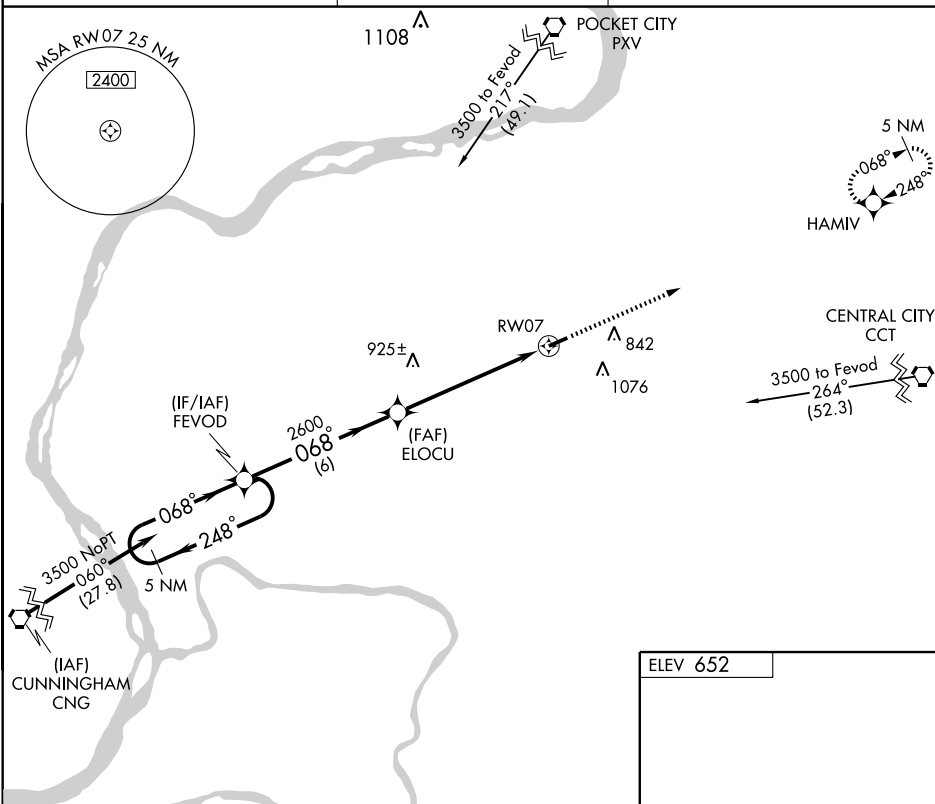
NA DME/DME RNP-0.3 NA. Use Sturgis Muni alimeter setting, if not received, use Madisonville Muni alimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3500 direct HAMIV and hold.

STURGIS MUNI AWOS-3
118.775

MEMPHIS CENTER
133.65 292.15

CTAF
122.9



| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 4400 |
| 248° | TDZE | 643 |
| | Apt Elev | 652 |

RNAV (GPS) RWY 25

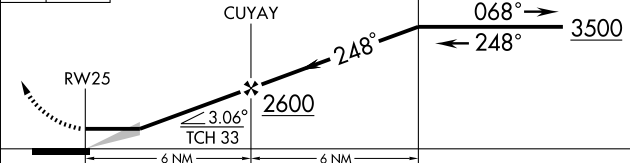
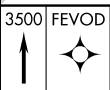
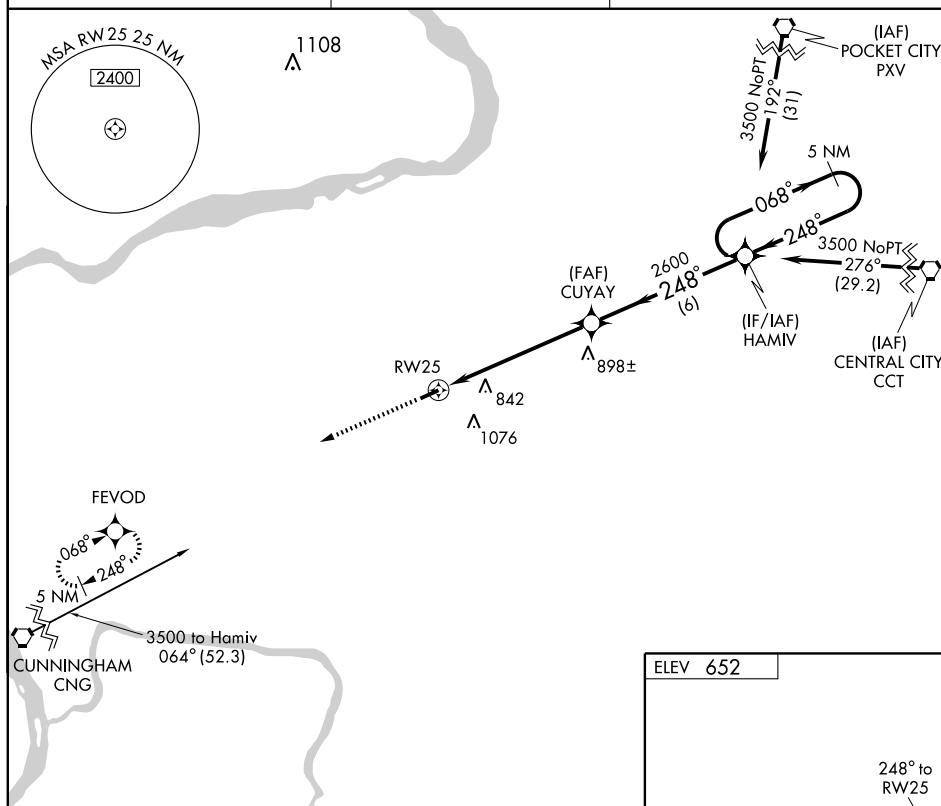
MARION-CRITTENDEN COUNTY (5M9)

| | |
|--|---|
| <p>NA DME/DME RNP-0.3 NA. Use Sturgis Muni altimeter setting, if not received, use Madisonville Muni altimeter setting and increase all MDAs 40 feet.</p> | <p>MISSED APPROACH: Climb to 3500 direct FEVOD and hold.</p> |
|--|---|

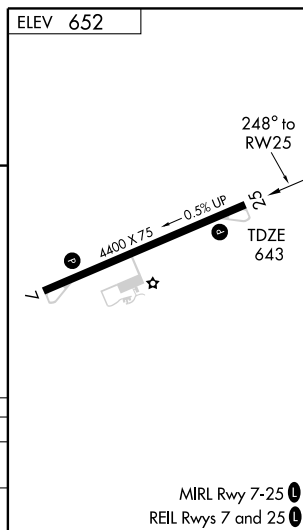
STURGIS MUNI AWOS-3
118.775

MEMPHIS CENTER
133.65 292.15

CTAF
122.9



| CATEGORY | A | B | C | D |
|----------|--------|-------------|-------------------------|-------------------------|
| RNAV MDA | 1220-1 | 577 (600-1) | 1220-1½ 577 (600-1½) | 1220-1¾ 577 (600-1¾) |
| CIRCLING | 1220-1 | 568 (600-1) | 1280-1¾ 628 (700-1¾) | 1460-2½ 808 (900-2½) |



MADISONVILLE MUNI (2IØ) 5 NE UTC-6(-5DT) N37°21.36' W87°23.89'

CINCINNATI

439 B FUEL 100, JET A+ OX 3 NOTAM FILE LOU

H-5E, L-161

RWY 05-23: H6050X100 (ASPH) S-75, D-130 HIRL 0.5% up SW

IAP

RWY 05: REIL. PAPI(P4L)—GA 3.0°TCH 33'. Trees.

RWY 23: REIL. PAPI(P4L)—GA 3.0°TCH 45'.

AIRPORT REMARKS: Attended Mon-Fri 1300-2300Z†, Sat-Sun; and holidays 1400-2300Z†. PAPI Rwy 05 and Rwy 23 on continuous.

HIRL Rwy 05-23 preset low ints, to increase ints and ACTIVATE REIL Rwy 05 and Rwy 23—CTAF.

WEATHER DATA SOURCES: AWOS-3 126.475 (270) 821-4554.

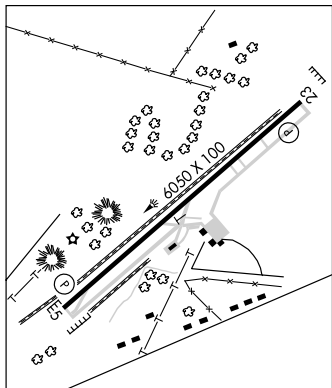
COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ EVANSVILLE APP/DEP CON 126.4 (1200-0500Z†) CLNC DEL 120.1

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 128.3 (0500-1200Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

CENTRAL CITY (L) VORTAC 109.8 CCT Chan 35 N37°22.95' W87°15.82' 257° 6.6 NM to fld. 450/01W.

**MARION-CRITTENDEN CO** (5M9) 1 SW UTC-6(-5DT) N37°20.18' W88°06.58'

ST LOUIS

650 B FUEL 100LL, JET A+ NOTAM FILE LOU

L-161

RWY 07-25: H4400X75 (ASPH) MIRL 0.5% up W

IAP

RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 32'. Trees.

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 33'.

AIRPORT REMARKS: Unattended. Ctc arpt manager for current rwy conditions 270-965-4242. ACTIVATE MIRL Rwy 07-25, REIL Rwy 07 and Rwy 25, PAPI Rwy 07 and Rwy 25—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE PAH.

CUNNINGHAM (L) VORTACW 113.1 CNG Chan 78 N37°00.52' W88°50.22' 057° 40.0 NM to fld. 480/03E.

MAYFIELD GRAVES CO (M25) 3 NE UTC-6(-5DT) N36°46.18' W88°35.08'

ST LOUIS

523 B FUEL 100LL, JET A+ NOTAM FILE LOU

H-6J, L-161

RWY 18-36: H5001X100 (ASPH) S-30 MIRL

IAP

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 32'.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 42'. Trees.

AIRPORT REMARKS: Attended 1400Z†-dusk. ACTIVATE MIRL Rwy 18-36, REIL and PAPI Rws 18 and 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.625 (270) 247-2094.

COMMUNICATIONS: CTAF/UNICOM 122.8

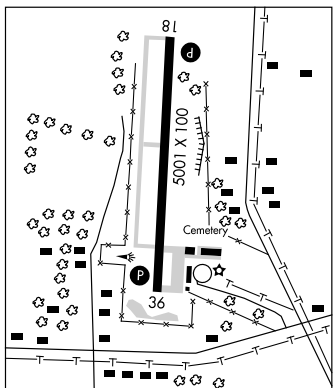
Ⓡ MEMPHIS CENTER APP/DEP CON 133.65

RADIO AIDS TO NAVIGATION: NOTAM FILE PAH.

CUNNINGHAM (L) VORTACW 113.1 CNG Chan 78 N37°00.52'

W88°50.22' 137° 18.8 NM to fld. 480/03E.

NDB (MHW) 401 GKG N36°41.46' W88°35.54' 005° 4.6 NM to fld. NOTAM FILE LOU. Unmonitored.



| | | | |
|-----------------------|------------------------|-----------------------------|---|
| NDB GKG 401 | APP CRS 004° | Rwy Idg TDZE Apt Elev | 5001 522 522 |
|-----------------------|------------------------|-----------------------------|---|

NDB RWY 36

MAYFIELD GRAVES COUNTY (M25)

▽ If local altimeter not received, use Paducah altimeter setting and increase all MDAs 60 feet.

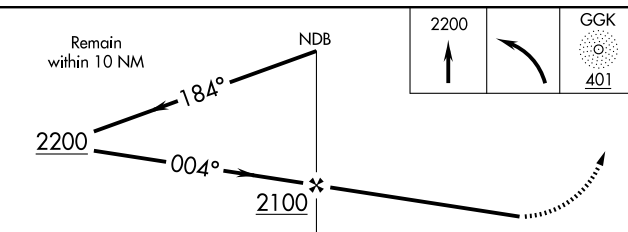
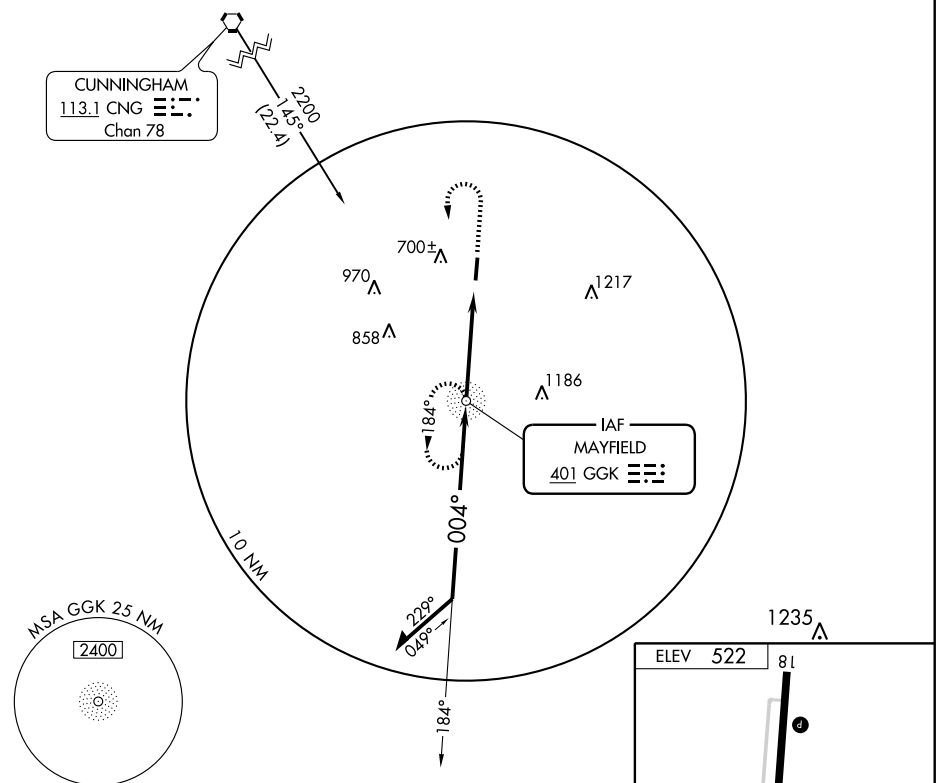
▲ NA

MISSED APPROACH: Climb to 2200 then left turn direct GKG NDB and hold.

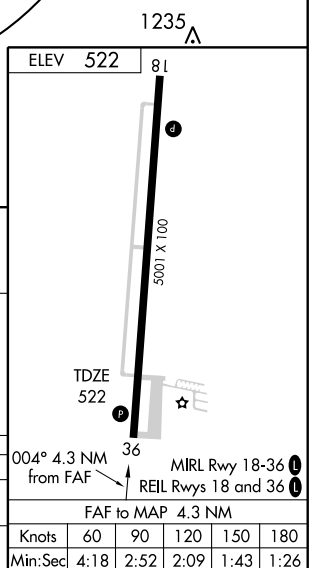
AWOS-3
120.625

MEMPHIS CENTER
133.65 292.15

UNICOM
122.8 (CTAF) 0



| CATEGORY | A | B | C | D |
|----------|--------|-------------|-------------------------|-------------------------|
| S-36 | 1060-1 | 538 (600-1) | 1060-1½ 538 (600-1½) | 1060-1¾ 538 (600-1¾) |
| CIRCLING | 1060-1 | 538 (600-1) | 1060-1½ 538 (600-1½) | 1080-2 558 (600-2) |



| | | |
|------------------------|-----------------------------|---|
| APP CRS 184° | Rwy Idg TDZE Apt Elev | 5001 523 523 |
|------------------------|-----------------------------|---|

RNAV (GPS) RWY 18

MAYFIELD GRAVES COUNTY (M25)

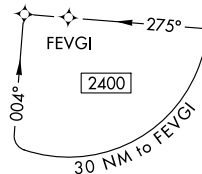
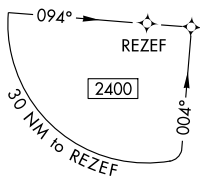
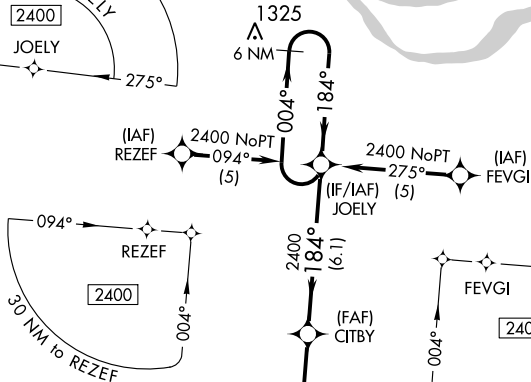
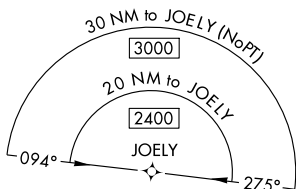
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ NA When local altimeter setting not received, use Paducah altimeter setting and increase all MDA 80 feet, increase LNAV Cat C and D visibility and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2300 direct LUXON and hold.

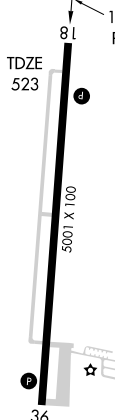
AWOS-3
120.625

MEMPHIS CENTER
133.65 292.15

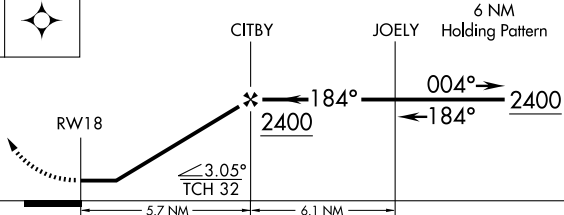
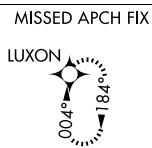
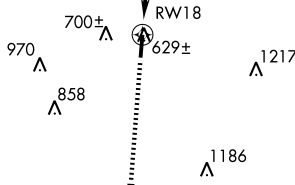
UNICOM
122.8 (CTAF) 0



ELEV 523



MIRL Rwy 18-36
REIL Rwy 18 and 36



| CATEGORY | A | B | C | D |
|----------|--------------------|---|----------------------|---------------------|
| LNAV MDA | 880-1 357 (400-1) | | | 880-1½ 357 (400-1½) |
| CIRCLING | 1060-1 537 (600-1) | | 1060-1½ 537 (600-1½) | 1080-2 557 (600-2) |

APP CRS
004°

Rwy Idg **5001**
TDZE **523**
Apt Elev **523**

RNAV (GPS) RWY 36
MAYFIELD GRAVES COUNTY (M25)

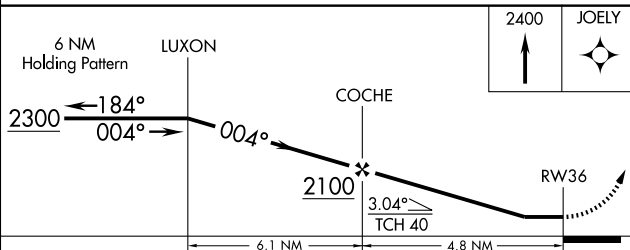
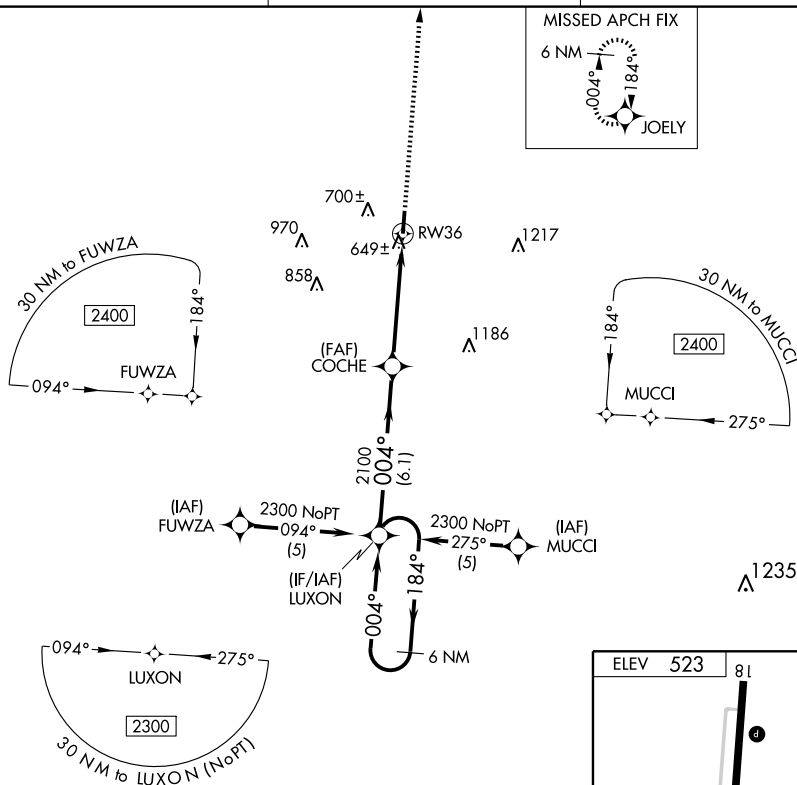
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Paducah altimeter setting and increase all MDA 80 feet and increase LNAV Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2400 direct JOELY and hold.

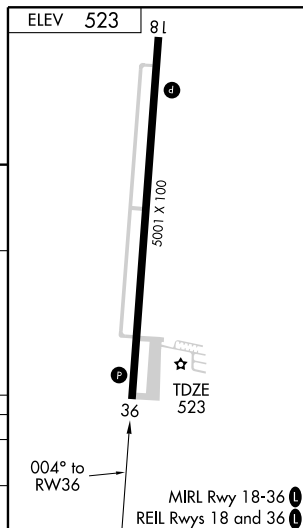
AWOS-3
120.625

MEMPHIS CENTER
133.65 292.15

UNICOM
122.8 (CTAF) 0



| CATEGORY | A | B | C | D |
|----------|--------|-------------|-------------------------|------------------------|
| LNAV MDA | 980-1 | 457 (500-1) | 980-1¼ 457 (500-1¼) | 980-1½ 457 (500-1½) |
| CIRCLING | 1060-1 | 537 (600-1) | 1060-1½ 537 (600-1½) | 1080-2 557 (600-2) |



| | | | |
|--|------------------------|-----------------------------|--------------------------|
| VORTAC CNG 113.1 Chan 78 | APP CRS 137° | Rwy Idg TDZE Apt Elev | N/A N/A 523 |
|--|------------------------|-----------------------------|--------------------------|

VOR/DME-A

MAYFIELD GRAVES COUNTY (M25)



When local altimeter setting not received, use Paducah altimeter setting and increase all MDA 80 feet and Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2300 via CNG VORTAC R-137 to IUFO 7.9 DME and hold.

AWOS-3
120.625

MEMPHIS CENTER
133.65 292.15

UNICOM
122.8 (CTAF) 0

2000

Procedure NA for arrivals at CNG VORTAC on V67 Northwest bound.

IAF
CUNNINGHAM
113.1 CNG Chan 78

MSA CNG 25 NM

3000



(IF)
IUFO
CNG **7.9**

KLANN
CNG **14**

MADLT
CNG **18.5**

ELEV 523

81

001 X 10005

36

137° 4.5 NM
from FAF

MIRL Rwy 18-36 **0**

REIL Rwy 18 and 36 **0**

Procedure Turn
NA

2100 — 137° — 2100 *

1200

2300

CNG R-137
113.1

IUFO
CNG **7.9**

MADLT
CNG **18.5**

6.1 NM

4.5 NM

CATEGORY

A

B

C

D

CIRCLING

1060-1 537 (600-1)

1060-1½
537 (600-1½)

1080-2
557 (600-2)

MIDDLESBORO—BELL CO (1A6) 1 W UTC-5(-4DT) N36°36.64' W83°44.24'

CINCINNATI

1154 S4 FUEL 100LL NOTAM FILE LOU

L-25B

RWY 10-28: H3630X75 (ASPH) S-19 0.4% up W

IAP

RWY 10: Thld dsplcd 230'. Trees.

RWY 28: REIL. VASI(NSTD). Thld dsplcd 80'. Road.

AIRPORT REMARKS: Attended 1300Z-2200Z. For svcs call 606-242-3134 or 606-248-3563. Self service fuel avbl 24 hrs. Ultralight activity on and invof arpt. Rwy 28 NSTD VASI two boxes left and right of rwy, day use only.

WEATHER DATA SOURCES: AWOS-3 119.425 (606) 248-3095.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **INDIANAPOLIS CENTER APP/DEP** 124.625

RADIO AIDS TO NAVIGATION: NOTAM FILE LOZ.

LONDON (L) VORTAC 116.1 LOZ Chan 108 N37°01.99' W84°06.60' 148° 31 NM to fld. 1245/03W. HIWAS.

MONTICELLO

WAYNE CO (EKQ) 2 N UTC-5(-4DT) N36°51.32' W84°51.37'

CINCINNATI

963 B S4 FUEL 100LL, JET A+ NOTAM FILE LOU

L-25A

RWY 03-21: H4000X75 (ASPH) S-12.5 MIRL

IAP

RWY 03: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Trees.

RWY 21: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Attended 1100-2300Z. REIL Rwy 03 OTS indef.

MIRL Rwy 03-21 preset low ints; to increase ints

ACTIVATE—CTAF. PAPI Rwy 03 and Rwy 21, REIL Rwy 21

ACTIVATE—CTAF.

WEATHER DATA SOURCES: ASOS 118.825 (606)348-0862.

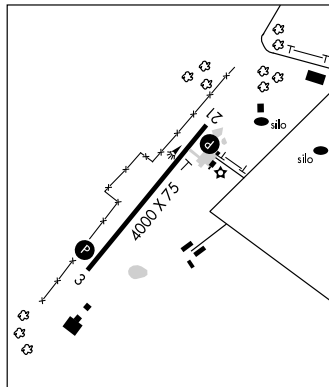
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 124.625

RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

LIVINGSTON (L) VORTAC 108.4 LVT Chan 21 N36°35.07'

W85°10.00' 045° 22.1 NM to fld. 1020/02W.



MOREHEAD—ROWAN CO CLYDE A. THOMAS RGNL (M97) 7 NW UTC-5(-4DT)

CINCINNATI

N38°12.90' W83°35.26'

H-10G, L-26G

1028 B NOTAM FILE LOU

IAP

RWY 02-20: H5500X100 (ASPH) S-30 MIRL

RWY 02: REIL. PAPI (P4L)—GA 3.0° TCH 30'.

RWY 20: REIL. PAPI (P4L)—GA 3.0° TCH 33'.

AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 02-20 and PAPI Rwy 02 and Rwy 20—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

INDIANAPOLIS CENTER APP/DEP CON 124.225

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

NEWCOME (L) VORTAC 110.4 ECB Chan 41 N38°09.50' W82°54.60' 278° 32.2 NM to fld. 1070/02W.

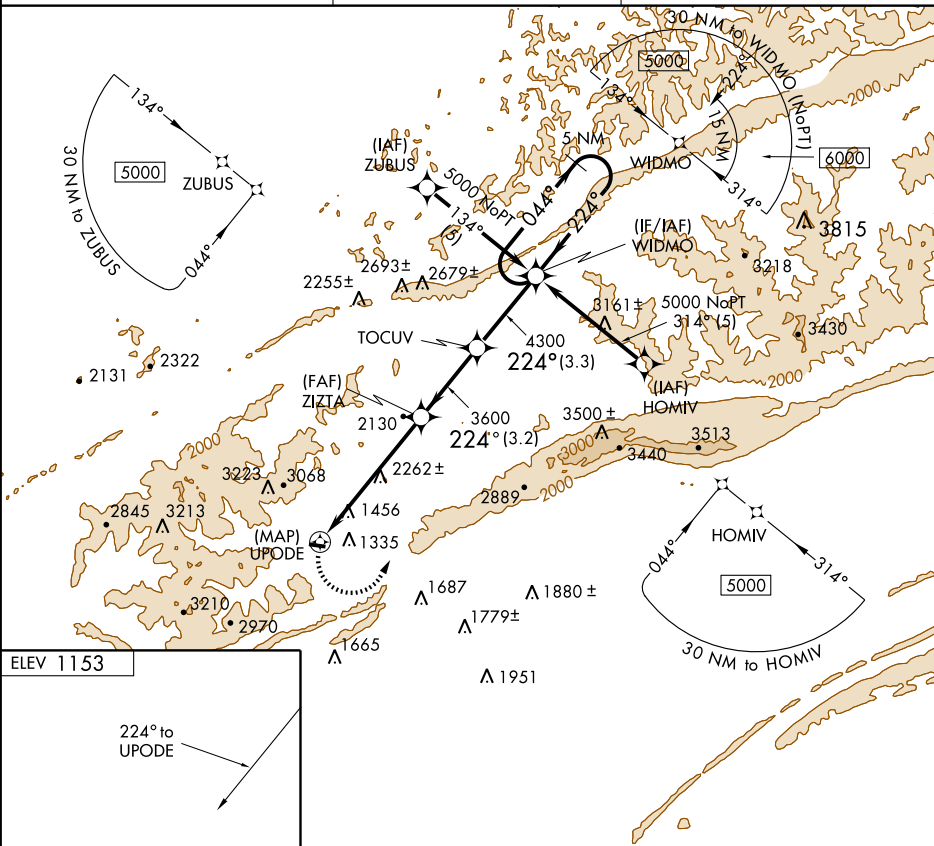
RNAV (GPS)-A

MIDDLESBORO-BELL COUNTY (1A6)

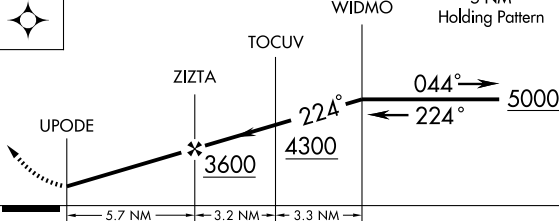
APP CRS
224°Rwy Idg
TDZE
Apt Elev **1153**NA
NA
NA

▼ If local altimeter setting not received, use London altimeter setting and increase all MDAs 380 feet.
▲ Procedure NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 5000 direct WIDMO and hold.

AWOS-3
119.425INDIANAPOLIS CENTER
124.625 371.925UNICOM
122.8 (CTAF)

ELEV 1153

224° to
UPODE

| CATEGORY | A | B | C | D |
|----------|---------------------------|---------------------------|----|----|
| CIRCLING | 2820-1¼ 1667 (1700-1¼) | 2880-1½ 1727 (1800-1½) | NA | NA |

REIL Rwy 28

MIDDLESBORO, KENTUCKY
Orig 09183

36° 37'N - 83° 44'W

MIDDLESBORO-BELL COUNTY (1A6)

RNAV (GPS)-A

SE-1, 23 SEP 2010 to 21 OCT 2010

SE-1, 23 SEP 2010 to 21 OCT 2010

MIDDLESBORO—BELL CO (1A6) 1 W UTC-5(-4DT) N36°36.64' W83°44.24'

CINCINNATI

1154 S4 FUEL 100LL NOTAM FILE LOU

L-25B

RWY 10-28: H3630X75 (ASPH) S-19 0.4% up W

IAP

RWY 10: Thld dsplcd 230'. Trees.

RWY 28: REIL. VASI(NSTD). Thld dsplcd 80'. Road.

AIRPORT REMARKS: Attended 1300Z-2200Z. For svcs call 606-242-3134 or 606-248-3563. Self service fuel avbl 24 hrs. Ultralight activity on and invof arpt. Rwy 28 NSTD VASI two boxes left and right of rwy, day use only.

WEATHER DATA SOURCES: AWOS-3 119.425 (606) 248-3095.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ INDIANAPOLIS CENTER APP/DEP 124.625

RADIO AIDS TO NAVIGATION: NOTAM FILE LOZ.

LONDON (L) VORTAC 116.1 LOZ Chan 108 N37°01.99' W84°06.60' 148° 31 NM to fld. 1245/03W. HIWAS.

MONTICELLO

WAYNE CO (EKQ) 2 N UTC-5(-4DT) N36°51.32' W84°51.37'

CINCINNATI

963 B S4 FUEL 100LL, JET A+ NOTAM FILE LOU

L-25A

RWY 03-21: H4000X75 (ASPH) S-12.5 MIRL

IAP

RWY 03: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Trees.

RWY 21: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Attended 1100-2300Z. REIL Rwy 03 OTS indef.

MIRL Rwy 03-21 preset low ints; to increase ints

ACTIVATE—CTAF. PAPI Rwy 03 and Rwy 21, REIL Rwy 21

ACTIVATE—CTAF.

WEATHER DATA SOURCES: ASOS 118.825 (606)348-0862.

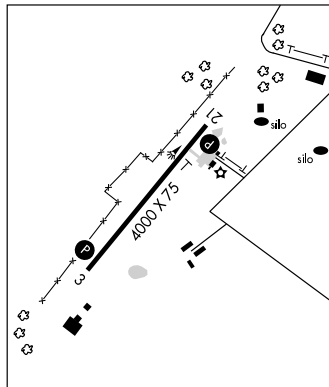
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 124.625

RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

LIVINGSTON (L) VORTAC 108.4 LVT Chan 21 N36°35.07'

W85°10.00' 045° 22.1 NM to fld. 1020/02W.



MOREHEAD—ROWAN CO CLYDE A. THOMAS RGNL (M97) 7 NW UTC-5(-4DT)

CINCINNATI

N38°12.90' W83°35.26'

H-10G, L-26G

1028 B NOTAM FILE LOU

IAP

RWY 02-20: H5500X100 (ASPH) S-30 MIRL

RWY 02: REIL. PAPI (P4L)—GA 3.0° TCH 30'.

RWY 20: REIL. PAPI (P4L)—GA 3.0° TCH 33'.

AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 02-20 and PAPI Rwy 02 and Rwy 20—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

INDIANAPOLIS CENTER APP/DEP CON 124.225

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

NEWCOME (L) VORTAC 110.4 ECB Chan 41 N38°09.50' W82°54.60' 278° 32.2 NM to fld. 1070/02W.

APP CRS
039°

Rwy Idg **4000**
TDZE **962**
Apt Elev **963**

GPS RWY 3

MONTICELLO/ WAYNE COUNTY (EKQ)



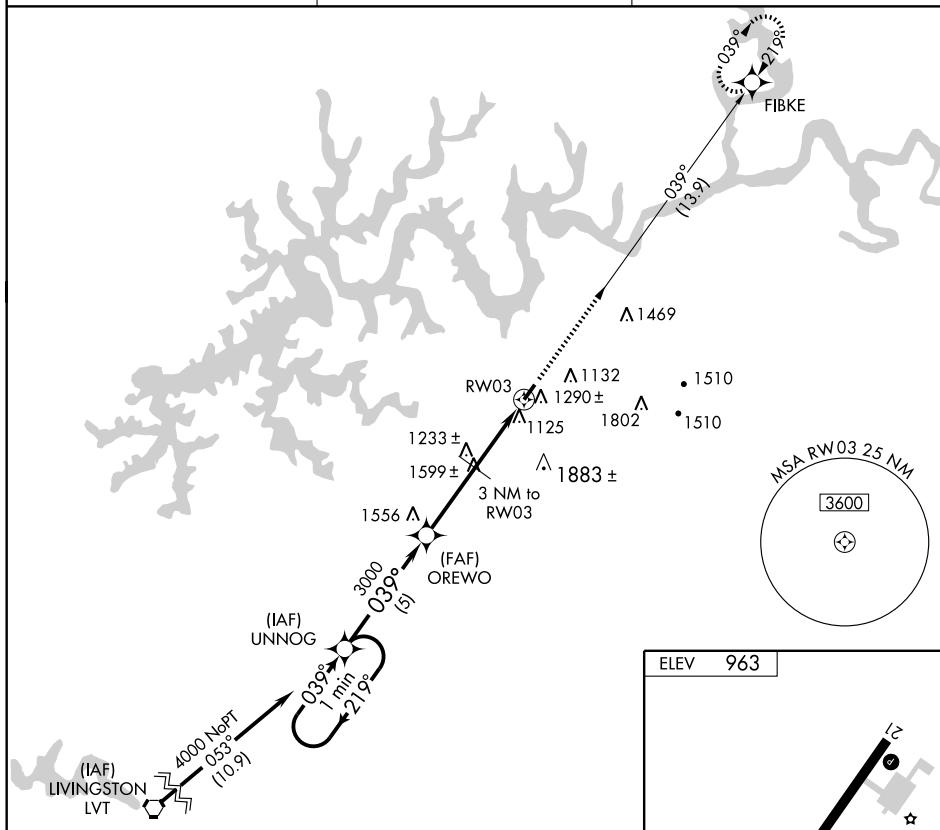
Use Somerset altimeter setting; when not received, procedure not authorized.

MISSED APPROACH: Climb to 4000
via 039° course to FIBKE WP and hold.

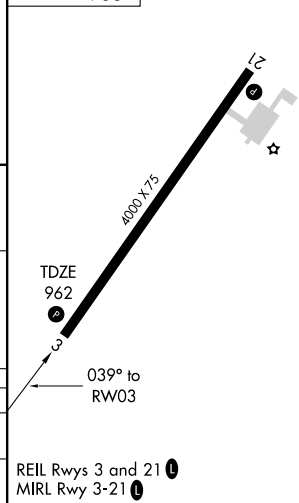
ASOS
118.825

INDIANAPOLIS CENTER
124.625 371.925

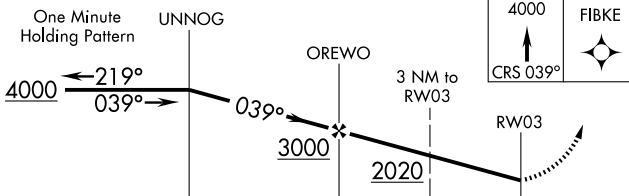
UNICOM
122.8 (CTAF) 0



ELEV 963



One Minute
Holding Pattern



| CATEGORY | A | B | C | D |
|----------|-----------------------|-------------------------------|-------------------------------|-------------------------|
| S-3 | 1580-1 618 (700-1) | 1580-1 3/4 618 (700-1 3/4) | 1580-2 618 (700-2) | 1580-2 618 (700-2) |
| CIRCLING | 1820-1 857 (900-1) | 1820-1 1/4 857 (900-1 1/4) | 1820-2 1/2 857 (900-2 1/2) | 2060-3 1097 (1100-3) |

MONTICELLO, KENTUCKY

Orig 09239

MONTICELLO/ WAYNE COUNTY (EKQ)

36°51'N-84°51'W

GPS RWY 3

SE-1, 23 SEP 2010 to 21 OCT 2010

APP CRS **219°**
 Rwy Idg **4000**
 TDZE **963**
 Apt Elev **963**

GPS RWY 21

MONTICELLO/ WAYNE COUNTY (EKQ)



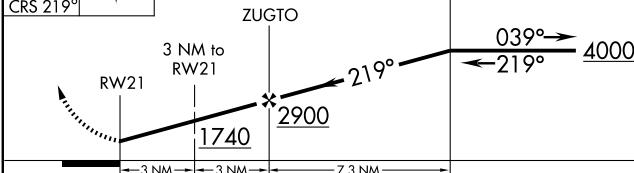
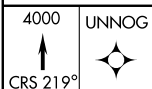
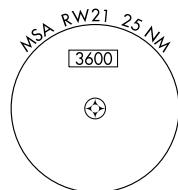
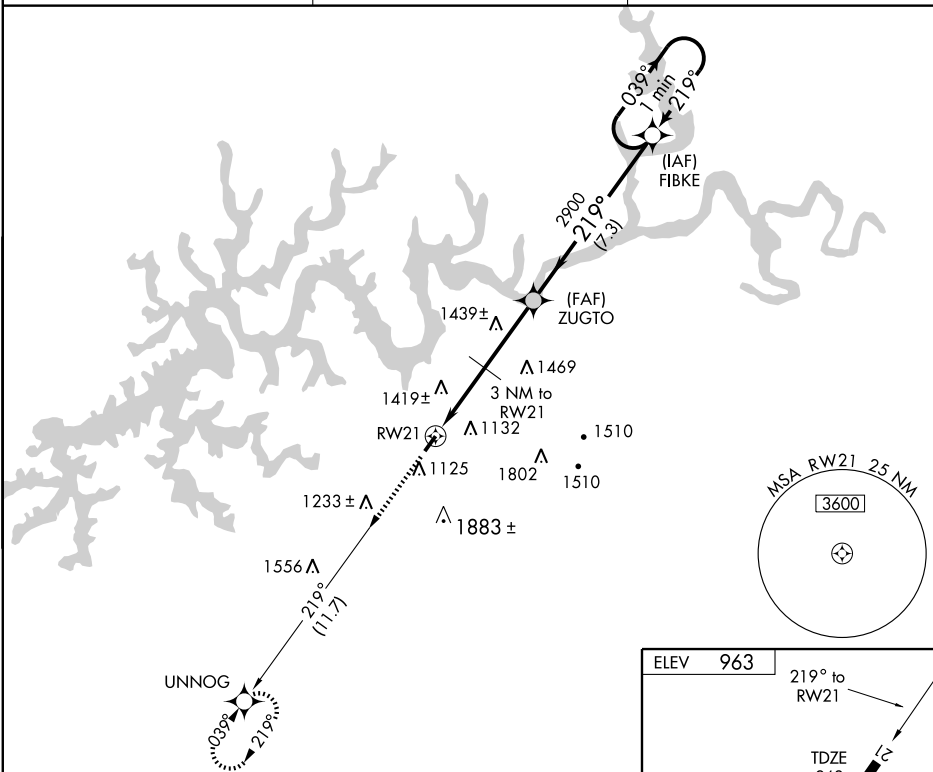
Use Somerset altimeter setting; when not received, procedure not authorized.

MISSED APPROACH: Climb to 4000 via 219° course to UNNOG WP and hold.

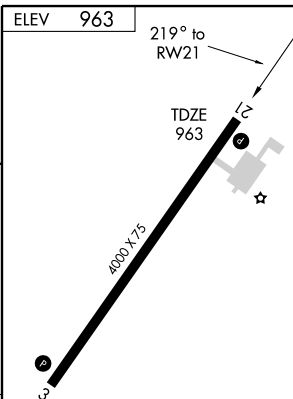
ASOS
118.825

INDIANAPOLIS CENTER
124.625 371.925

UNICOM
122.8 (CTAF) 0



| CATEGORY | A | B | C | D |
|----------|-------------|-----------------|-----------------|-----------------|
| S-21 | 1680-1 | 717 (800-1) | 1680-2 | 1680-2 1/4 |
| | | | 717 (800-2) | 717 (800-2 1/4) |
| CIRCLING | 1820-1 | 1820-1 1/4 | 1820-2 1/2 | 2060-3 |
| | 857 (900-1) | 857 (900-1 1/4) | 857 (900-2 1/2) | 1097 (1100-3) |



REIL Rwy 3 and 21 0
 MRL Rwy 3-21 0

MIDDLESBORO—BELL CO (1A6) 1 W UTC-5(-4DT) N36°36.64' W83°44.24'

CINCINNATI

1154 S4 FUEL 100LL NOTAM FILE LOU

L-25B

RWY 10-28: H3630X75 (ASPH) S-19 0.4% up W

IAP

RWY 10: Thld dsplcd 230'. Trees.

RWY 28: REIL. VASI(NSTD). Thld dsplcd 80'. Road.

AIRPORT REMARKS: Attended 1300Z-2200Z. For svcs call 606-242-3134 or 606-248-3563. Self service fuel avbl 24 hrs. Ultralight activity on and invof arpt. Rwy 28 NSTD VASI two boxes left and right of rwy, day use only.

WEATHER DATA SOURCES: AWOS-3 119.425 (606) 248-3095.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ INDIANAPOLIS CENTER APP/DEP 124.625

RADIO AIDS TO NAVIGATION: NOTAM FILE LOZ.

LONDON (L) VORTAC 116.1 LOZ Chan 108 N37°01.99' W84°06.60' 148° 31 NM to fld. 1245/03W. HIWAS.

MONTICELLO

WAYNE CO (EKQ) 2 N UTC-5(-4DT) N36°51.32' W84°51.37'

CINCINNATI

963 B S4 FUEL 100LL, JET A+ NOTAM FILE LOU

L-25A

RWY 03-21: H4000X75 (ASPH) S-12.5 MIRL

IAP

RWY 03: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Trees.

RWY 21: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Attended 1100-2300Z. REIL Rwy 03 OTS indef.

MIRL Rwy 03-21 preset low ints; to increase ints

ACTIVATE—CTAF. PAPI Rwy 03 and Rwy 21, REIL Rwy 21

ACTIVATE—CTAF.

WEATHER DATA SOURCES: ASOS 118.825 (606)348-0862.

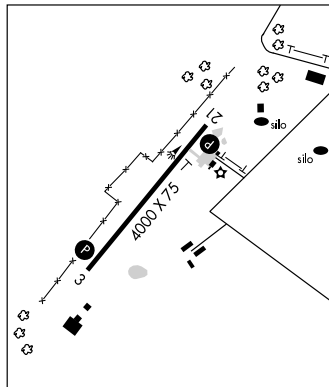
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 124.625

RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

LIVINGSTON (L) VORTAC 108.4 LVT Chan 21 N36°35.07'

W85°10.00' 045° 22.1 NM to fld. 1020/02W.



MOREHEAD—ROWAN CO CLYDE A. THOMAS RGNL (M97) 7 NW UTC-5(-4DT)

N38°12.90' W83°35.26'

CINCINNATI

1028 B NOTAM FILE LOU

H-10G, L-26G

RWY 02-20: H5500X100 (ASPH) S-30 MIRL

IAP

RWY 02: REIL. PAPI (P4L)—GA 3.0° TCH 30'.

RWY 20: REIL. PAPI (P4L)—GA 3.0° TCH 33'.

AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 02-20 and PAPI Rwy 02 and Rwy 20—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

INDIANAPOLIS CENTER APP/DEP CON 124.225

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

NEWCOME (L) VORTAC 110.4 ECB Chan 41 N38°09.50' W82°54.60' 278° 32.2 NM to fld. 1070/02W.

| | | | |
|--|------------------------|--|----------------------------|
| WAAS CH 86909 W02A | APP CRS 026° | Rwy Idg TDZE Apt Elev 1028 | 5500 1028 |
|--|------------------------|--|----------------------------|

RNAV (GPS) RWY 2

MOREHEAD-ROWAN COUNTY CLYDE A THOMAS RGNL (M97)

T Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Mount Sterling altimeter setting; when not received use Flemingsburg altimeter setting and increase all DA 15 feet, all MDA 20 feet, LNAV/VNAV all Cats. and LNAV Cat. C visibility ¼ mile.

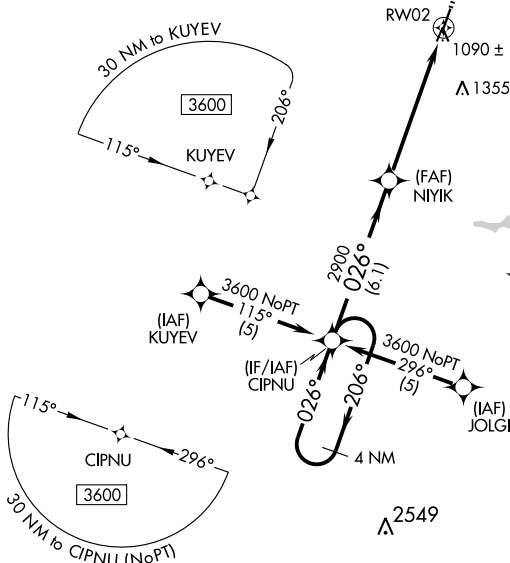
MISSED APPROACH: Climb to 3600 direct IYUPO and hold.

INDIANAPOLIS CENTER
124.225 360.725

UNICOM
122.8 (CTAF)



△ 1996



4 NM
Holding Pattern

CIPNU

VGSI and RNAV
glidepath not coincident.

3600

IYUPO

3600 ← 206°
026° →

GS 3.00°
TCH 40

CIPNU

NIYIK

2900

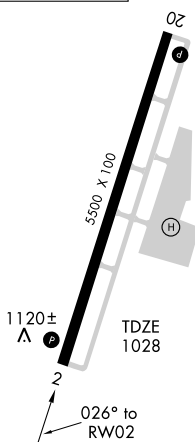
RW02

6.1 NM

5.7 NM

| CATEGORY | A | B | C | D |
|--------------|---------|-------------|-------------------------|-------------------------|
| LPV DA | 1328-1 | | 300 (300-1) | |
| LNAV/VNAV DA | 1410-1¼ | | 382 (400-1¼) | |
| LNAV MDA | 1420-1 | | 392 (400-1) | 1420-1¼ 392 (400-1¼) |
| CIRCLING | 1480-1 | 452 (500-1) | 1480-1½ 452 (500-1½) | 1580-2 552 (600-2) |

ELEV 1028



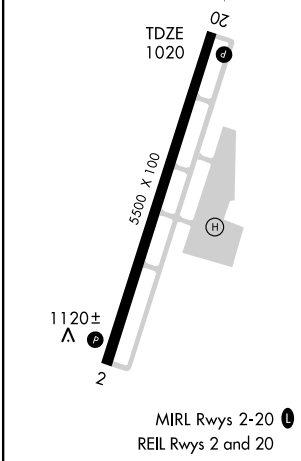
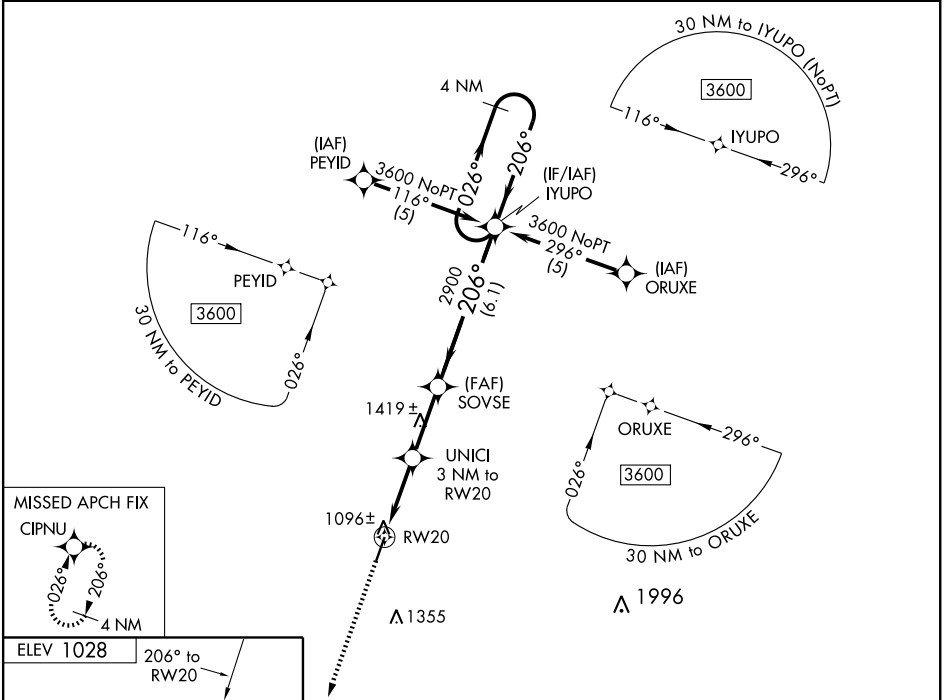
MIRL Rwy 2-20
REIL Rwy 2 and 20

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 78209 W20A | APP CRS 206° | Rwy ldg TDZE Apt Elev | 5500 1020 1028 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 20

MOREHEAD-ROWAN COUNTY CLYDE A THOMAS RGNL (M97)

| | |
|--|---|
| <p>NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Mount Sterling altimeter setting; when not received use Flemingsburg altimeter setting and increase all DA 15 feet, all MDA 20 feet, and LPV all Cats. visibility ¼ mile.</p> | <p>MISSED APPROACH: Climb to 3600 direct CIPNU and hold.</p> |
| <p>INDIANAPOLIS CENTER 124.225 360.725</p> | <p>UNICOM 122.8 (CTAF)</p> |



| | | | | |
|------------------|--------------------------|--|-------------------------|-------------------------|
| 3600 ↑ | CIPNU | VGSI and RNAV glidepath not coincident. | 4 NM Holding Pattern | |
| *LNAV only | UNICI 3 NM to RW20 | SOVSE | IYUPO | |
| | | | | |
| CATEGORY | A | B | C | D |
| LPV DA | 1387-1¼ 367 (400-1¼) | | | |
| LNAV/ VNAV DA | 1416-1½ 396 (400-1½) | | | |
| LNAV MDA | 1400-1 380 (400-1) | | | 1400-1¼ 380 (400-1¼) |
| CIRCLING | 1480-1 | 452 (500-1) | 1480-1½ 452 (500-1½) | 1580-2 552 (600-2) |

MOUNT STERLING—MONTGOMERY CO (IOB) 2 W UTC-5(-4DT) N38°03.49' W83°58.78'

CINCINNATI

1019 B S4 FUEL 100LL, JET A+ NOTAM FILE LOU

H-10G, L-26G, 27E

RWY 03-21: H5002X75 (ASPH) S-20 MIRL 0.7% up SW

IAP

RWY 03: REIL. PAPI(P4L)—GA 4.0°. Trees.

RWY 21: REIL. PAPI(P2L)—GA 3.0° TCH 30'. Tree.

AIRPORT REMARKS: Attended 1300-0000Z†. Fuel 24 hr credit card svc avbl. After hrs svcs call 859-585-6326 or 859-585-9936.

ACTIVATE MIRL Rwy 03-21, REIL Rwys 03 and 21 and PAPI Rwy 03 and Rwy 21—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.675 (859) 498-7001.

COMMUNICATIONS: CTAF/UNICOM 122.8

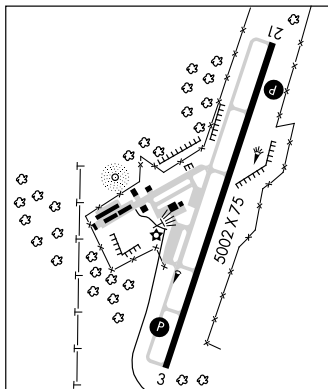
Ⓡ **LEXINGTON APP/DEP CON** 120.15

RADIO AIDS TO NAVIGATION: NOTAM FILE LEX.

LEXINGTON (L) VORTAC 112.6 HYK Chan 73 N37°57.98'

W84°28.35' 077°24 NM to fld. 1039/00E.

NDB (MHW) 210 IOB N38°03.60' W83°58.89' at fld. NOTAM FILE LOU.

**MUHLENBERG CO** (See GREENVILLE)**MUREY** N36°43.24' W88°17.40' NOTAM FILE LOU.

ST LOUIS

NDB (LOM) 368 EU 231° 5.1 NM to Kyle-Oakey fld.

MURRAY**KYLE—OAKLEY FLD** (CEY) 4 NW UTC-6(-5DT) N36°39.88' W88°22.37'

ST LOUIS

577 B S4 FUEL 100LL, JET A+, MOGAS OX 1 NOTAM FILE LOU

H-6J, L-16I

RWY 05-23: H6203X100 (ASPH-AFSC) S-30 MIRL

IAP

RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 27'. Trees.

RWY 23: ODALS. REIL. PAPI(P4L)—GA 3.0° TCH 30'.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z†, Sun 1900-2300Z†. For svc ngts call 270-978-0345. MIRL Rwy 05-23 preset on low intensity, to increase MIRL intensity and ACTIVATE PAPI Rwy 05 and Rwy 23, REIL Rwy 05 and Rwy 23 and ODALS Rwy 23—CTAF. Lgts also avbl other times by radio req on CTAF or call arpt manager 270-978-0345 or 270-489-2414.

WEATHER DATA SOURCES: AWOS-3 119.975 (270) 489-2424.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **MEMPHIS CENTER APP/DEP CON** 133.65

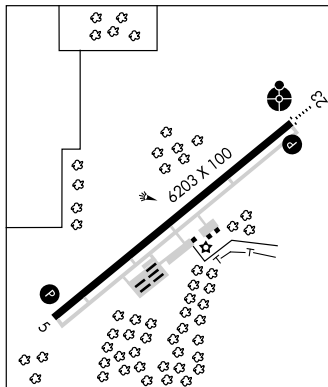
RADIO AIDS TO NAVIGATION: NOTAM FILE PAH.

CUNNINGHAM (L) VORTACW 113.1 CNG Chan 78 N37°00.52'

W88°50.22' 130° 30.4 NM to fld. 480/03E.

MUREY NDB (LOM) 368 EU N36°43.24' W88°17.40' 231° 5.2 NM to fld. NOTAM FILE LOU.

ILS 110.5 I-EUY Rwy 23. LOM MUREY NDB. LOC only.

**MYSTIC** N37°53.64' W86°14.67' NOTAM FILE LOU.

ST LOUIS

(L) VOR 108.2 MYS 087° 13.0 NM to Godman AAF.

H-5E, 10F, L-16J

NEWCOMBE N38°09.50' W82°54.60' NOTAM FILE LOU.

CINCINNATI

(L) VORTAC 110.4 ECB Chan 41 299° 12.4 NM to Olive Hill-Sellers' Fld. 1070/02W.

L-26G

RCO 122.1R 110.4T (LOUISVILLE RADIO)

NEW HOPE N37°37.91' W85°40.55' NOTAM FILE LOU.

ST LOUIS

(L) VOR/DME 110.8 EWO Chan 45 036° 13.8 NM to Samuels Fld. 960/01E.

L-16J, L-16J

RCO 122.1R 110.8T (LOUISVILLE RADIO)

APP CRS **211°**
 Rwy Idg **5002**
 TDZE **1006**
 Apt Elev **1019**

GPS RWY 21

MOUNT STERLING-MONTGOMERY COUNTY (IOB)

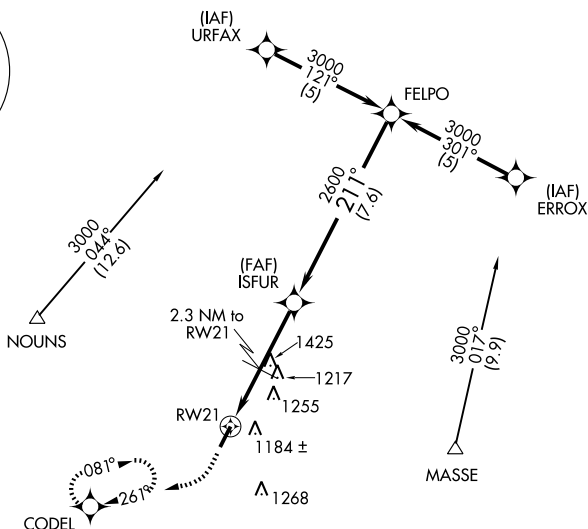
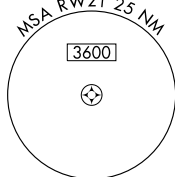


MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct CODEL WP and hold.

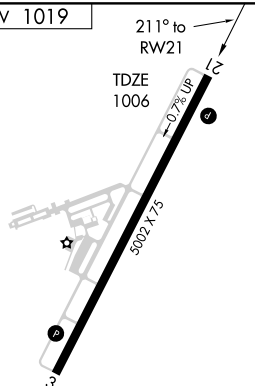
AWOS-3
120.675

LEXINGTON APP CON
120.15 259.3

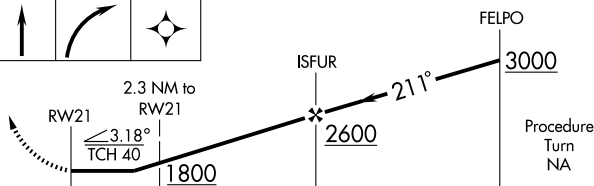
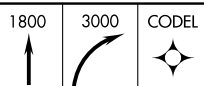
UNICOM
122.8 (CTAF) 0



ELEV 1019



2549



| CATEGORY | A | B | C | D |
|----------|--------|-------------|--|--|
| S-21 | 1460-1 | 454 (500-1) | 1460-1 $\frac{1}{4}$ 454 (500-1 $\frac{1}{4}$) | 1460-1 $\frac{1}{2}$ 454 (500-1 $\frac{1}{2}$) |
| CIRCLING | 1540-1 | 521 (600-1) | 1540-1 $\frac{1}{2}$ 521 (600-1 $\frac{1}{2}$) | 1580-2 561 (600-2) |

MIRL Rwy 3-21 **0**
 REIL Rws 3 and 21 **0**

| | | | |
|-----------------------|------------------------|-----------------------------|---|
| NDB IOB 210 | APP CRS 018° | Rwy Idg TDZE Apt Elev | 5002 1020 1019 |
|-----------------------|------------------------|-----------------------------|---|

NDB or GPS RWY 3

MOUNT STERLING-MONTGOMERY COUNTY (IOB)

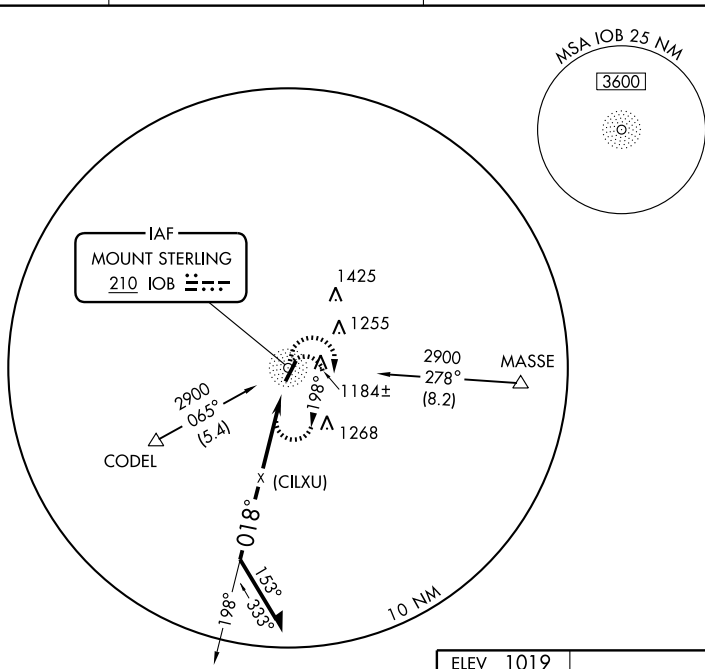


MISSED APPROACH: Climbing right turn to 2900
in IOB NDB holding pattern.

AWOS-3
120.675

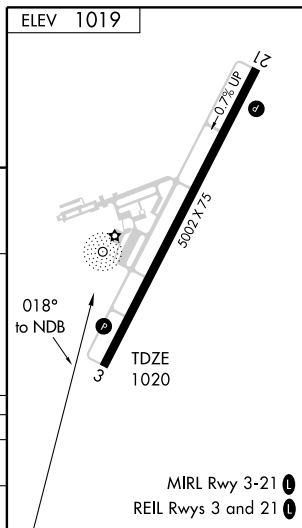
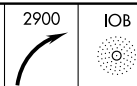
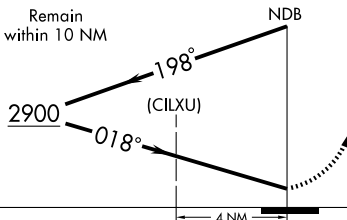
LEXINGTON APP CON
120.15 259.3

UNICOM
122.8 (CTAF) 0



2049
A

Remain
within 10 NM



| CATEGORY | A | B | C | D |
|----------|--------------------|---|---|--------------------|
| S-3 | 1660-1 640 (700-1) | | 1660-1 ³ / ₄ 640 (700-1 ³ / ₄) | 1660-2 640 (700-2) |
| CIRCLING | 1660-1 640 (700-1) | | 1660-1 ³ / ₄ 640 (700-1 ³ / ₄) | 1660-2 640 (700-2) |

| | | | |
|-----------------------|------------------------|-----------------------------|---|
| NDB IOB 210 | APP CRS 221° | Rwy Idg TDZE Apt Elev | 5002 1007 1019 |
|-----------------------|------------------------|-----------------------------|---|

NDB RWY 21

MOUNT STERLING-MONTGOMERY COUNTY (IOB)

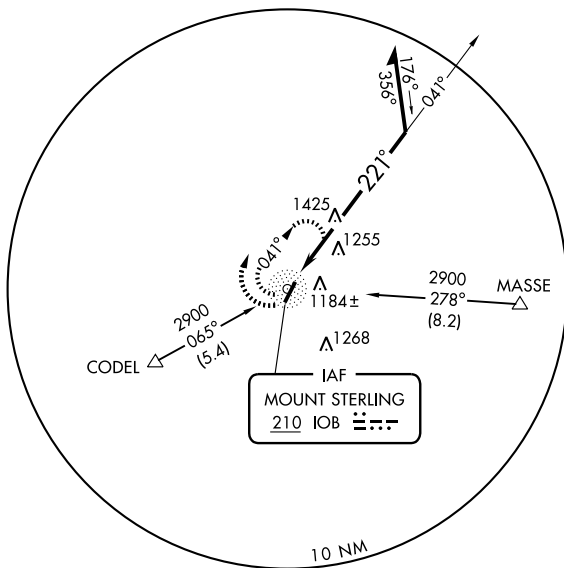


MISSED APPROACH: Climbing right turn to 2900
in IOB NDB holding pattern.

AWOS-3
120.675

LEXINGTON APP CON
120.15 259.3

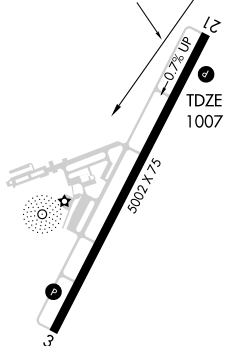
UNICOM
122.8 (CTAF) 0



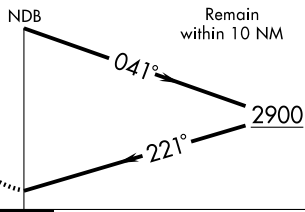
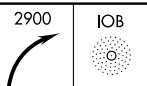
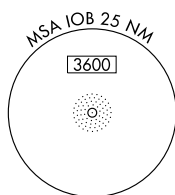
2049
A

ELEV 1019

221°
to NDB



MIRL Rwy 3-21 0
REIL Rws 3 and 21 0



| CATEGORY | A | B | C | D |
|----------|-----------------------|-------------------------|-------------------------|-------------------------|
| S-21 | 1840-1 833 (900-1) | 1840-1¼ 833 (900-1¼) | 1840-2½ 833 (900-2½) | 1840-2¾ 833 (900-2¾) |
| CIRCLING | 1840-1 820 (900-1) | 1840-1¼ 820 (900-1¼) | 1840-2½ 820 (900-2½) | 1840-2¾ 820 (900-2¾) |

MOUNT STERLING—MONTGOMERY CO (IOB) 2 W UTC-5(-4DT) N38°03.49' W83°58.78'

CINCINNATI

1019 B S4 FUEL 100LL, JET A+ NOTAM FILE LOU

H-10G, L-26G, 27E

RWY 03-21: H5002X75 (ASPH) S-20 MIRL 0.7% up SW

IAP

RWY 03: REIL. PAPI(P4L)—GA 4.0°. Trees.

RWY 21: REIL. PAPI(P2L)—GA 3.0° TCH 30'. Tree.

AIRPORT REMARKS: Attended 1300-0000Z†. Fuel 24 hr credit card svc avbl. After hrs svcs call 859-585-6326 or 859-585-9936.

ACTIVATE MIRL Rwy 03-21, REIL Rwys 03 and 21 and PAPI Rwy 03 and Rwy 21—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.675 (859) 498-7001.

COMMUNICATIONS: CTAF/UNICOM 122.8

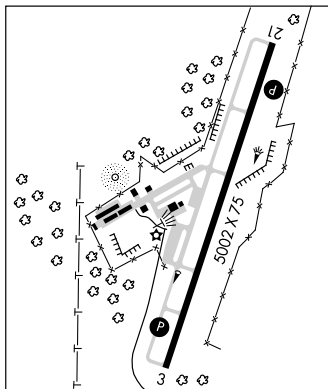
Ⓡ **LEXINGTON APP/DEP CON** 120.15

RADIO AIDS TO NAVIGATION: NOTAM FILE LEX.

LEXINGTON (L) VORTAC 112.6 HYK Chan 73 N37°57.98'

W84°28.35' 077°24 NM to fld. 1039/00E.

NDB (MHW) 210 IOB N38°03.60' W83°58.89' at fld. NOTAM FILE LOU.

**MUHLENBERG CO** (See GREENVILLE)**MUREY** N36°43.24' W88°17.40' NOTAM FILE LOU.

ST LOUIS

NDB (LOM) 368 EU 231° 5.1 NM to Kyle-Oakey fld.

MURRAY**KYLE—OAKLEY FLD** (CEY) 4 NW UTC-6(-5DT) N36°39.88' W88°22.37'

ST LOUIS

577 B S4 FUEL 100LL, JET A+, MOGAS OX 1 NOTAM FILE LOU

H-6J, L-16I

RWY 05-23: H6203X100 (ASPH-AFSC) S-30 MIRL

IAP

RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 27'. Trees.

RWY 23: ODALS. REIL. PAPI(P4L)—GA 3.0° TCH 30'.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z†, Sun 1900-2300Z†. For svc ngts call 270-978-0345. MIRL Rwy 05-23 preset on low intensity, to increase MIRL intensity and ACTIVATE PAPI Rwy 05 and Rwy 23, REIL Rwy 05 and Rwy 23 and ODALS Rwy 23—CTAF. Lgts also avbl other times by radio req on CTAF or call arpt manager 270-978-0345 or 270-489-2414.

WEATHER DATA SOURCES: AWOS-3 119.975 (270) 489-2424.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **MEMPHIS CENTER APP/DEP CON** 133.65

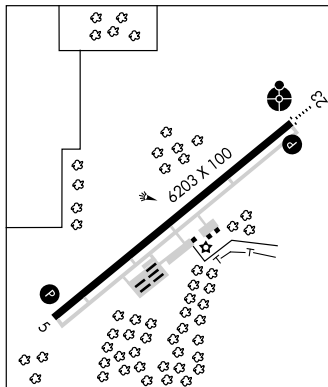
RADIO AIDS TO NAVIGATION: NOTAM FILE PAH.

CUNNINGHAM (L) VORTACW 113.1 CNG Chan 78 N37°00.52'

W88°50.22' 130° 30.4 NM to fld. 480/03E.

MUREY NDB (LOM) 368 EU N36°43.24' W88°17.40' 231° 5.2 NM to fld. NOTAM FILE LOU.

ILS 110.5 I-EUY Rwy 23. LOM MUREY NDB. LOC only.

**MYSTIC** N37°53.64' W86°14.67' NOTAM FILE LOU.

ST LOUIS

(L) VOR 108.2 MYS 087° 13.0 NM to Godman AAF.

H-5E, 10F, L-16J

NEWCOMBE N38°09.50' W82°54.60' NOTAM FILE LOU.

CINCINNATI

(L) VORTAC 110.4 ECB Chan 41 299° 12.4 NM to Olive Hill-Sellers' Fld. 1070/02W.

L-26G

RCO 122.1R 110.4T (LOUISVILLE RADIO)

NEW HOPE N37°37.91' W85°40.55' NOTAM FILE LOU.

ST LOUIS

(L) VOR/DME 110.8 EWO Chan 45 036° 13.8 NM to Samuels Fld. 960/01E.

L-16J, 27E

RCO 122.1R 110.8T (LOUISVILLE RADIO)

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 6203 |
| 051° | TDZE | 573 |
| | Apt Elev | 573 |

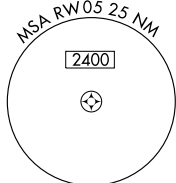
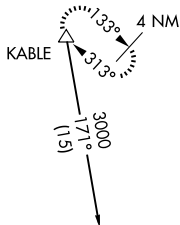
▼
▲ NA

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct KABLE WP and hold.

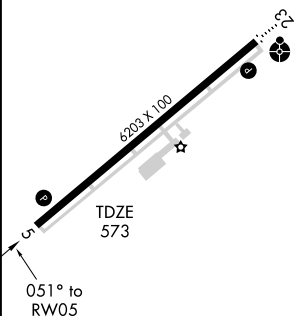
AWOS-3
119.975

MEMPHIS CENTER
133.65 292.15

UNICOM
122.7 (CTAF) 0

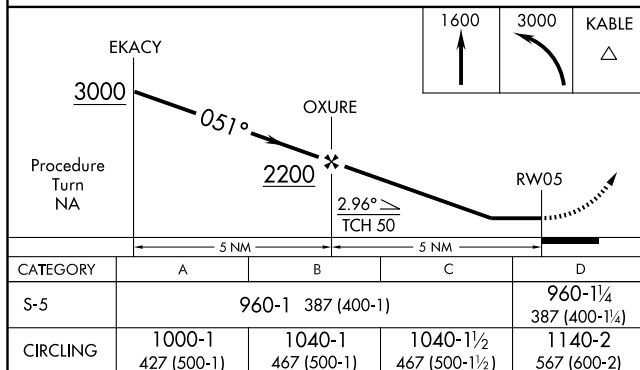


ELEV 573



MIRL Rwy 5-23 0
REIL Rws 5 and 23 0

MURRAY, KENTUCKY
Amdt 1 10098



MURRAY/ KYLE-OAKLEY FIELD (CEY)

GPS RWY 5

36° 40'-N-88° 22'-W

SE-1, 23 SEP 2010 to 21 OCT 2010

SE-1, 23 SEP 2010 to 21 OCT 2010

| | |
|------------------------|------------------------|
| APP CRS 231° | Rwy Idg 6203 |
| | TDZE 567 |
| | Apt Elev 573 |

GPS RWY 23

MURRAY/ KYLE-OAKLEY FIELD (CEY)



ODALS

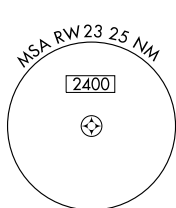
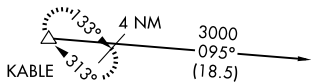


MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct KABLE WP and hold.

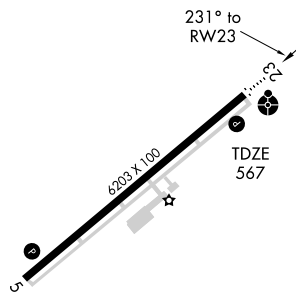
AWOS-3
119.975

MEMPHIS CENTER
133.65 292.15

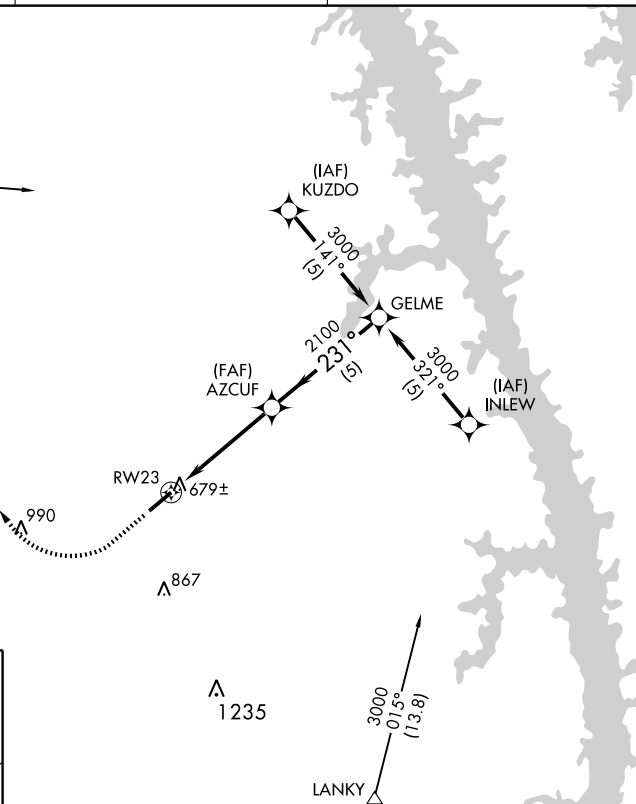
UNICOM
122.7 (CTAF) 0



ELEV 573



MIRL Rwy 5-23 0
REIL Rws 5 and 23 0



1600

3000

KABLE

△

VGSI and descent angles not coincident.

AZCUF

2100

231°

≤ 3.07°
TCH 40

4.7 NM

5 NM

GELME

3000

Procedure Turn NA

| CATEGORY | A | B | C | D |
|----------|-----------------------|-----------------------|-------------------------|------------------------|
| S-23 | 940-1 373 (400-1) | | | 940-1¼ 373 (400-1¼) |
| CIRCLING | 1000-1 427 (500-1) | 1040-1 467 (500-1) | 1040-1½ 467 (500-1½) | 1140-2 567 (600-2) |

| | | | |
|---------------------|-------------|----------|-------------|
| LOC I-EUY | APP CRS | Rwy Idg | 6203 |
| <u>110.5</u> | 231° | TDZE | 567 |
| | | Apt Elev | 573 |

LOC RWY 23
MURRAY/ KYLE-OAKLEY FIELD (CEY)

T
A NA

ODALS



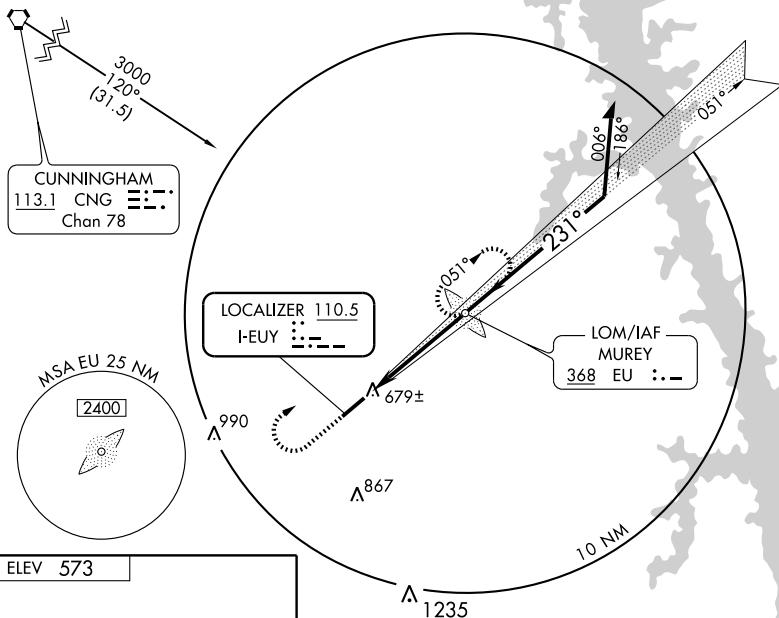
MISSED APPROACH: Climb to 1200 then climbing right turn to 2100 direct EU LOM and hold.

AWOS-3
119.975

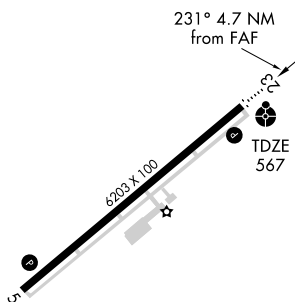
MEMPHIS CENTER
133.65 292.15

UNICOM
122.7 (CTAF) **L**

ADF REQUIRED




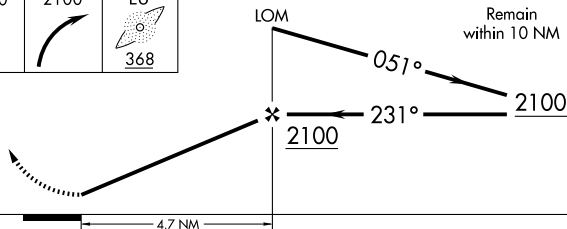
ELEV 573



REIL Rwy 5 and 23 **L**
MIRL Rwy 5-23 **L**

| FAF to MAP 4.7 NM | | | | | |
|-------------------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

| | | |
|------|------|--|
| 1200 | 2100 | EU  368 |
|------|------|--|



| CATEGORY | A | B | C | D |
|----------|-----------------------|-----------------------|--|---|
| S-23 | 940-1 373 (400-1) | | | 940-1 $\frac{1}{4}$ 373 (400-1 $\frac{1}{4}$) |
| CIRCLING | 1000-1 427 (500-1) | 1040-1 467 (500-1) | 1040-1 $\frac{1}{2}$ 467 (500-1 $\frac{1}{2}$) | 1140-2 567 (600-2) |

MURRAY, KENTUCKY
Amdt 1 10098

MURRAY/ KYLE-OAKLEY FIELD (CEY)

36° 40'-N-88° 22'-W

LOC RWY 23

SE-1, 23 SEP 2010 to 21 OCT 2010

SE-1. 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

AL-707 (FAA)

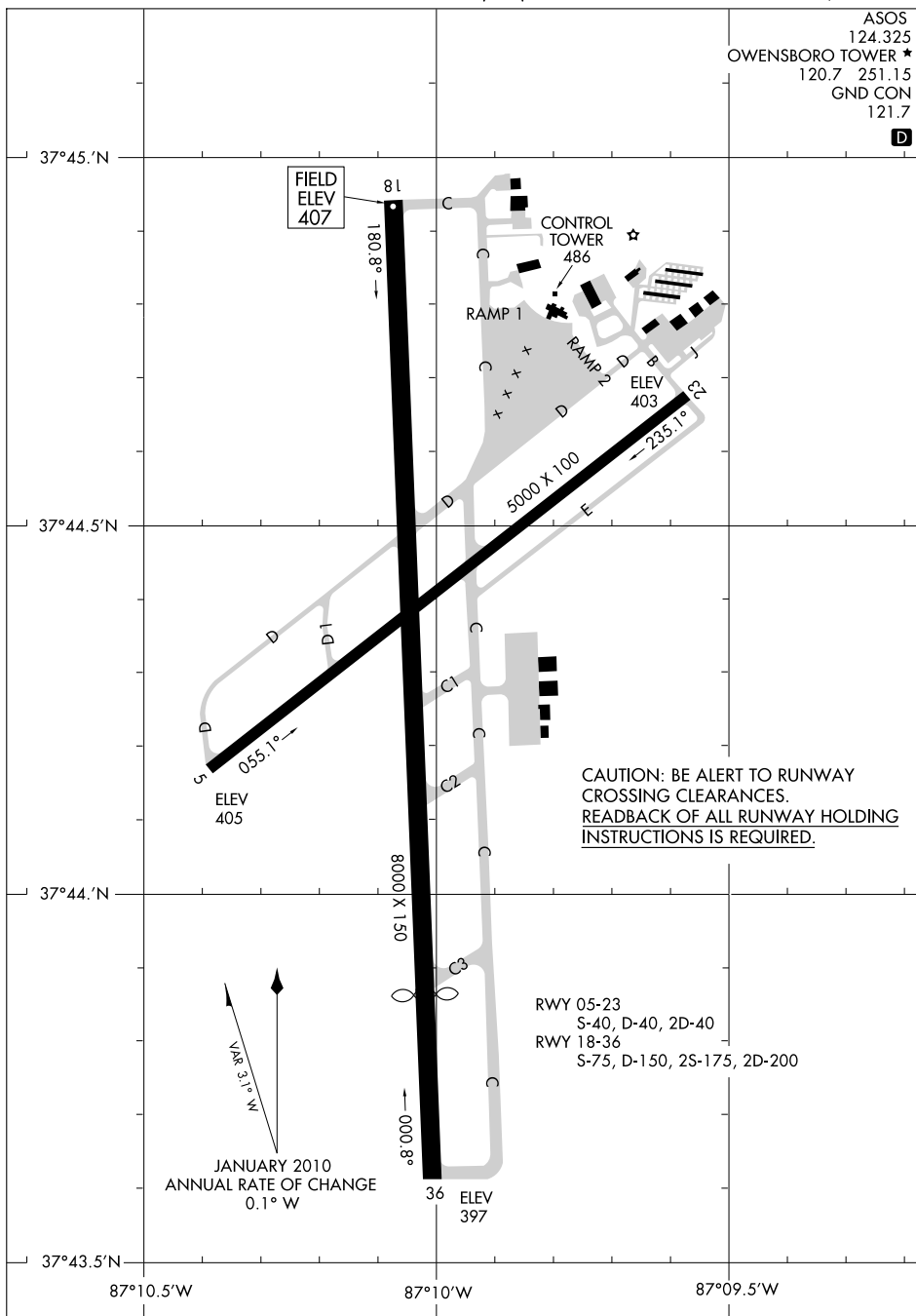
OWENSBORO-DAVIESS COUNTY (OWB)
OWENSBORO, KENTUCKY

ASOS
124.325
OWENSBORO TOWER ★
120.7 251.15
GND CON
121.7

D

SE-1, 23 SEP 2010 to 21 OCT 2010

SE-1, 23 SEP 2010 to 21 OCT 2010



AIRPORT DIAGRAM

OWENSBORO, KENTUCKY
OWENSBORO-DAVIESS COUNTY (OWB)

NOORA N36°52.80' W86°28.90' NOTAM FILE BWG.

ST LOUIS

NDB (LOM) 236 BW 032° 5.9 NM to Bowling Green—Warren Co Rgnl. LOM unusable byd 10 NM.

OHIO CO (See HARTFORD)

OLIVE HILL—SELLERS' FLD (2I2) 3 SE UTC-5(-4DT) N38°15.22' W83°08.58'

CINCINNATI

1016 NOTAM FILE LOU

RWY 02-20: H2500X50 (ASPH)

RWY 02: Trees. RWY 20: Trees.

AIRPORT REMARKS: Unattended. Rwy 02-20 has widespread severe cracking with raveling and deterioration.

COMMUNICATIONS: CTAF 122.9

OWENSBORO—DAVIESS CO (OWB) 3 SW UTC-6(-5DT) N37°44.33' W87°10.01'

ST LOUIS

407 B S4 FUEL 100LL, JET A OX 4 LRA Class I, ARFF Index B NOTAM FILE OWB

H-5E, L-161

RWY 18-36: H8000X150 (CONC) S-75, D-150, 2S-175, 2D-200 HIRL

IAP, AD

RWY 18: REIL. VASI(V4L)—GA 3.0°TCH 52'.

RWY 36: MALSR. VASI(V4L)—GA 3.0°TCH 56'. Thld dsplcd 1500'.
P-line.

RWY 05-23: H5000X100 (ASPH-CONC) S-40, D-40,
2D-40 MIRL

RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 45'.

RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 45'.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA-5000 TODA-5000 ASDA-5000 LDA-5000

RWY 18: TORA-7000 TODA-7000 ASDA-8000 LDA-8000

RWY 23: TORA-5000 TODA-5000 ASDA-5000 LDA-5000

RWY 36: TORA-8000 TODA-8000 ASDA-8000 LDA-6500

AIRPORT REMARKS: Attended continuously. Large flocks of birds on and in/ov arpt. Coyotes on and in/ov all rwys and twys. PPR 24 hours for unscheduled air carrier ops with more than 30 passenger seats call airport manager 270-685-4179. When twr clsd ACTIVATE HIRL Rwy 18-36, MIRL Rwy 05-23, MALSR Rwy 36, REIL Rwy 05, REIL Rwy 23, REIL Rwy 18, PAPI Rwy 05 and Rwy 23, VASI Rwy 36, twy and windcone lgts—CTAF.

WEATHER DATA SOURCES: ASOS 124.325 (270) 683-3228.

COMMUNICATIONS: CTAF 120.7 UNICOM 122.95

RCO 122.1R 108.6T (LOUISVILLE RADIO)

Ⓡ EVANSVILLE APP/DEP CON 126.4 (1200-0500Z‡)

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 128.3 (0500-1200Z‡)

TOWER 120.7 (1200-0400Z‡) GND CON 121.7

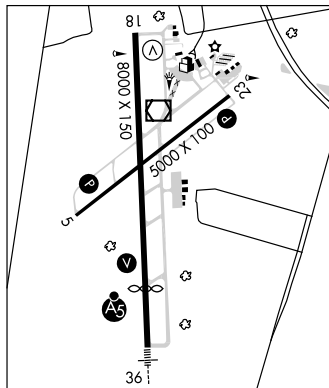
AIRSPACE: CLASS D svc 1200-0400Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE OWB.

(T) VOR/DME 108.6 OWB Chan 23 N37°44.61' W87°09.96' at fld. 401/01E.

HIGUY NDB (LOM) 341 OW N37°38.14' W87°09.73' 359° 6.2 NM to fld.

ILS 111.5 I-OWB Rwy 36. Class IE. LOM HIGUY NDB.



PADUCAH N37°03.65' W88°46.43'

RCO 122.5 122.2 (LOUISVILLE RADIO) at Barkley Rgnl.

ST LOUIS

L-161

| | | |
|----------------------------------|------------------------|---|
| LOC I-OWB <u>111.5</u> | APP CRS 359° | Rwy Idg 6500 TDZE 401 Apt Elev 407 |
|----------------------------------|------------------------|---|

ILS or LOC RWY 36

OWENSBORO-DAVIESS COUNTY (OWB)

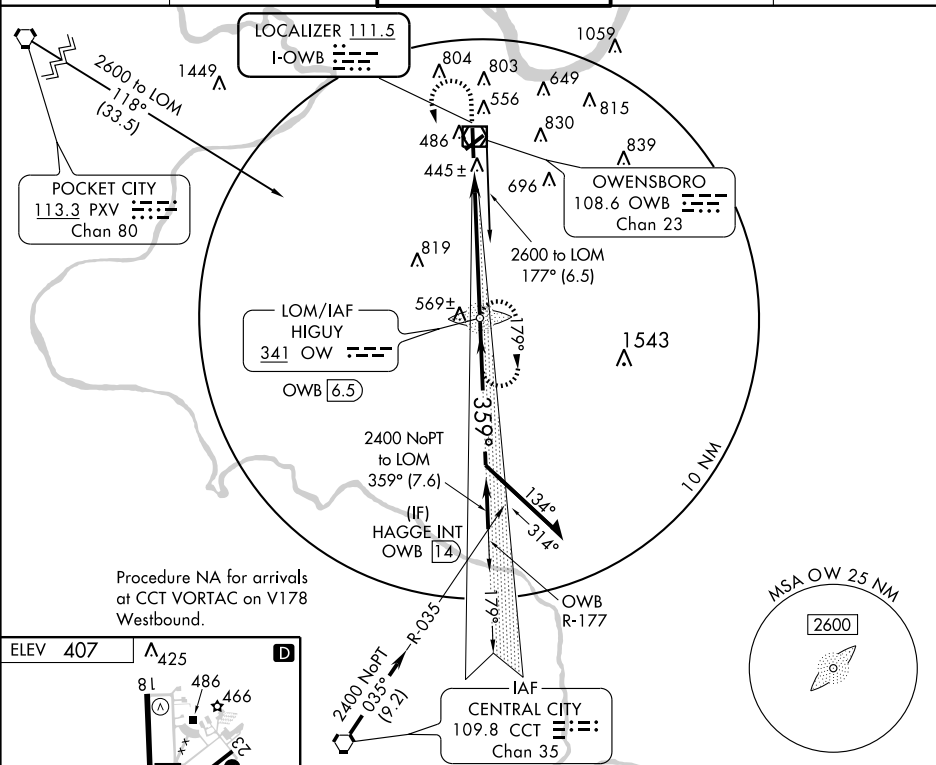
T ADF Required. When local altimeter setting not received, use Evansville altimeter setting and increase all DA 59 feet and all MDA 60 feet, increase S-LOC 36 Cat D and Circling Cats C and D visibility $\frac{1}{4}$ mile.

MALSRL

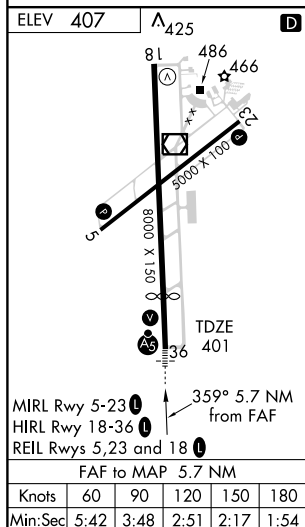


MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 direct HIGUY LOM/OWB VOR/DME 6.5 DME and hold.

| | | | | |
|-----------------|-------------------------------------|--|------------------|------------------|
| ASOS 124.325 | EVANSVILLE APP CON ★ 126.4 226.4 | OWENSBORO TOWER ★ 120.7 (CTAF) 0 251.15 | GND CON 121.7 | UNICOM 122.95 |
|-----------------|-------------------------------------|--|------------------|------------------|



Procedure NA for arrivals
at CCT VORTAC on V178
Westbound.



The diagram illustrates a navigation scenario involving a VOR/DME station and a target location.

Instrument Displays:

- Heading:** 1500
- Turn Rate:** 2600
- HIGUY:** A symbol representing a specific aircraft or target.
- OVB VOR/DME:** Display showing the current position relative to the VOR/DME station.
- OWB (0.8):** Display showing the current position relative to the OVB station.

Navigation Chart:

- LOM (Line of Movement):** Indicated by a vertical line.
- OWB (6.5):** Distance from the LOM to the current position.
- Bearing 179°:** From the LOM to the current position.
- Distance 2310:** From the LOM to the current position.
- Bearing 359°:** From the current position to the target (2600).
- Bearing 2400:** From the current position to the target (2600).
- GS 3.00° TCH 57:** Ground speed and threshold crossing height information.

| CATEGORY | A | B | C | D |
|----------|-------|--------------------|---------------------------|--|
| S-ILS 36 | | 601- $\frac{3}{4}$ | 200 (200- $\frac{3}{4}$) | |
| S-LOC 36 | | 720-1 | 319 (400-1) | |
| CIRCLING | 920-1 | 513 (600-1) | 1120-2 713 (800-2) | 1140-2 $\frac{1}{4}$ 733 (800-2 $\frac{1}{4}$) |

OWENSBORO, KENTUCKY

Amdt 12 03JUN10

OWENSBORO-DAVIESS COUNTY (OWB)

37°44'N-87°10'W

ILS or LOC RWY 36



SE-1, 23 SEP 2010 to 21 OCT 2010

SE-1. 23 SEP 2010 to 21 OCT 2010

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 5000 |
| 053° | TDZE | 405 |
| | Apt Elev | 406 |

RNAV (GPS) RWY 5

OWENSBORO-DAVISS COUNTY (OWB)

| | |
|---|--|
|  | When control tower closed, use Evansville altimeter setting. |
|  NA | GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. |

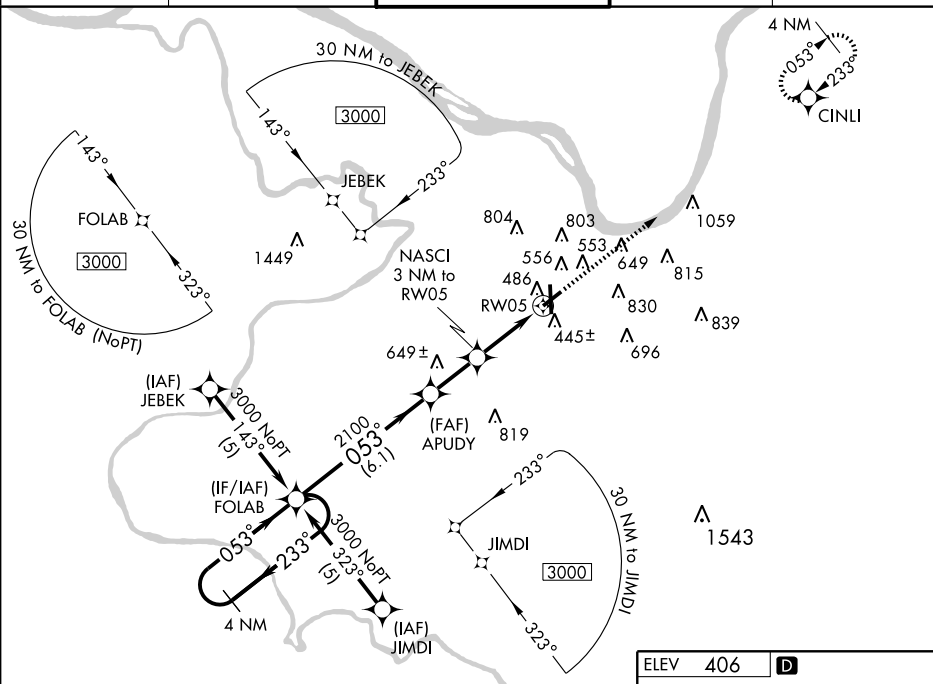
MISSED APPROACH: Climb to 3000 direct CINLI WP and hold.

ASOS
124,325

EVANSVILLE APP CON★
126.4 226.4

OWENSBORO TOWER ★
120.7 (CTAF) 251.15

GND CON
121.7

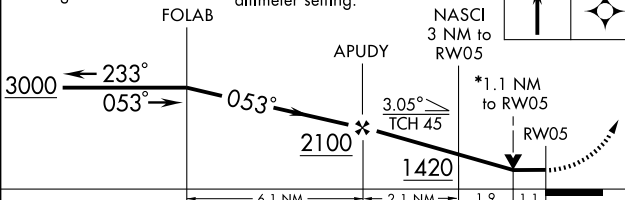
UNICOM
122.95

SE-1. 23 SEP 2010 to 21 OCT 2010

4 NM
Holding Pattern

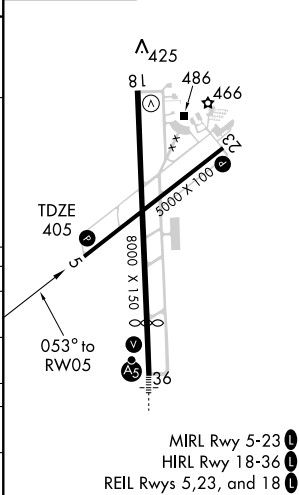
* VDP NA with Evansville altimeter setting.

| | |
|------|-------|
| 3000 | CINLI |
|------|-------|



| CATEGORY | A | | B | | C | D |
|---------------------------------------|-------------------|--|---|-------------------------|---|-------------------------|
| LNAV MDA | 800-1 395 (400-1) | | | | | 800-1¼ 395 (400-1¼) |
| CIRCLING | 860-1 454 (500-1) | | | 1120-2 714 (800-2) | | 1140-2¼ 734 (800-2¼) |
| EVANSVILLE ALTIMETER SETTING MINIMUMS | | | | | | |
| LNAV MDA | 860-1 455 (500-1) | | | 860-1¼ 455 (500-1¼) | | 860-1½ 455 (500-1½) |
| CIRCLING | 920-1 514 (600-1) | | | 1180-2¼ 774 (800-2¼) | | 1200-2½ 794 (800-2½) |

| | | |
|------|-----|---|
| ELEV | 406 | D |
|------|-----|---|



OWENSBORO, KENTUCKY
Orig 10154

OWENSBORO-DAVIESS COUNTY (OWB)
 RNAY (CRS) RNAY 5

37°44'N-87°10'W

RNAV (GPS) RWY 5

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 78216 W18A | APP CRS 179° | Rwy Idg TDZE Apt Elev | 8000 407 407 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 18

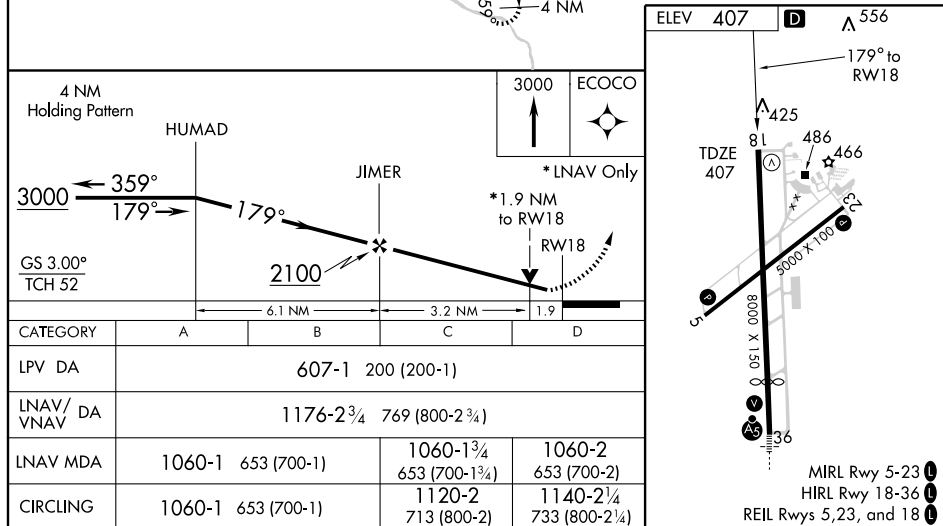
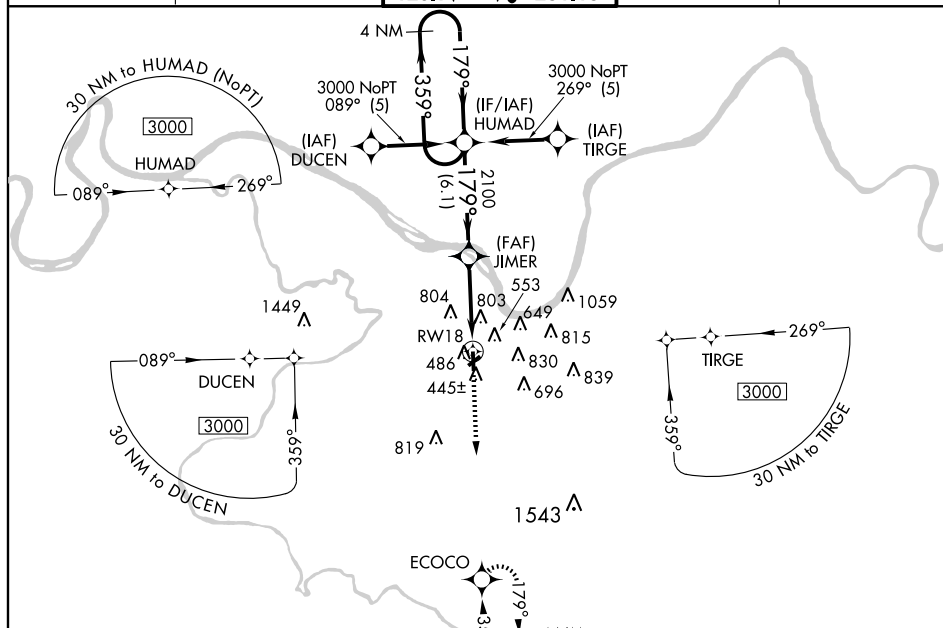
OWENSBORO-DAVIESS COUNTY (OWB)



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5° C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Evansville altimeter setting and increase all DA 59 feet and all MDA 60 feet, increase LNAV/VNAV all Cats and LNAV and Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Evansville altimeter setting.

MISSED APPROACH:
Climb to 3000 direct
ECOCO and hold.

| | | | | |
|------------------------|--|---|-------------------------|-------------------------|
| ASOS 124.325 | EVANSVILLE APP CON * 126.4 226.4 | OWENSBORO TOWER * 120.7 (CTAF) 0 251.15 | GND CON 121.7 | UNICOM 122.95 |
|------------------------|--|---|-------------------------|-------------------------|



SE-1, 23 SEP 2010 to 21 OCT 2010

SE-1, 23 SEP 2010 to 21 OCT 2010

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 49116 W23A | APP CRS 233° | Rwy Idg TDZE Apt Elev | 5000 403 407 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 23

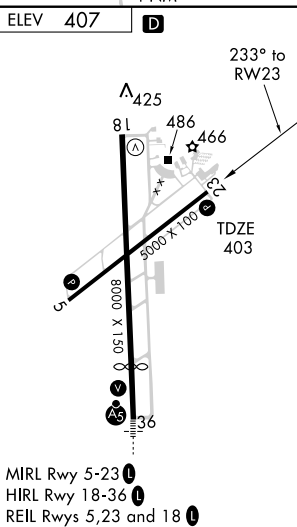
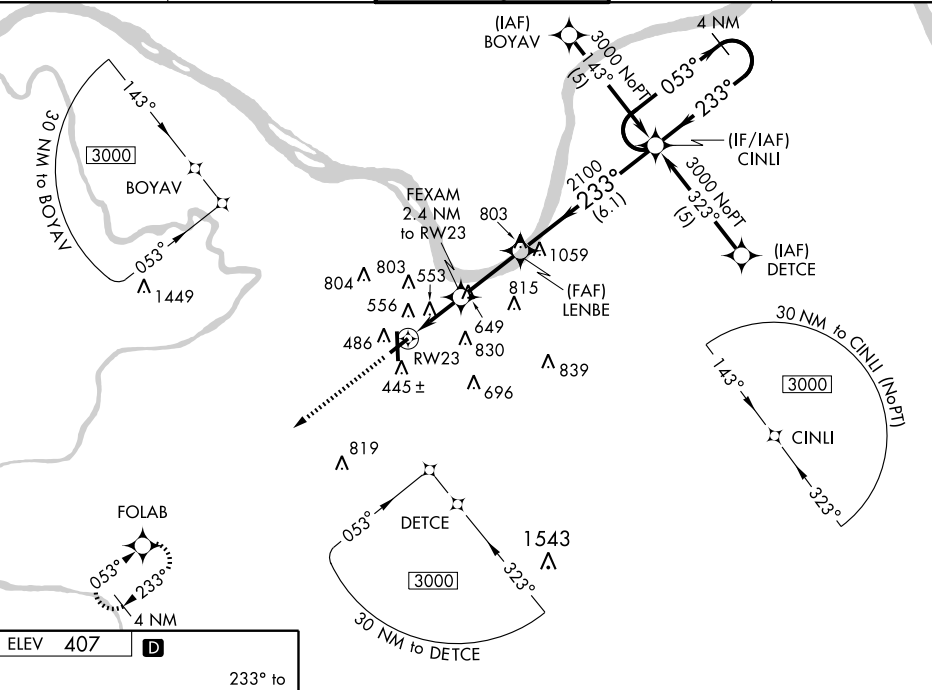
OWENSBORO-DAVIESS COUNTY (OWB)



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5°F) or above 48° C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Evansville altimeter setting and increase all DA 59 feet and all MDA 60 feet, increase LNAV/VNAV all Cats, LNAV Cat D and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct FOLAB and hold.

| | | | | |
|------------------------|--|---|-------------------------|-------------------------|
| ASOS 124.325 | EVANSVILLE APP CON ★ 126.4 226.4 | OWENSBORO TOWER ★ 120.7 (CTAF) 251.15 | GND CON 121.7 | UNICOM 122.95 |
|------------------------|--|---|-------------------------|-------------------------|



| | | | | |
|--------------|----------------------|--------|---|----------------------|
| ELEV 407 | D | 3000 | FOLAB | 4 NM Holding Pattern |
| *LNAV Only | FEXAM 2.4 NM to RW23 | LENBE | CINLI | GS 3.00° TCH 52 |
| 2.4 NM | 2.7 NM | 6.1 NM | | |
| CATEGORY | A | B | C | D |
| LPV DA | 672-1 269 (300-1) | | | |
| LNAV/VNAV DA | 1160-2¾ 757 (800-2¾) | | | |
| LNAV MDA | 820-1 417 (500-1) | | 820-1¼ 417 (500-1¼) | |
| CIRCLING | 920-1 513 (600-1) | | 1120-2 713 (800-2) 1140-2¼ 733 (800-2¼) | |

| | | |
|--|------------------------|---|
| WAAS CH 45508 W36A | APP CRS 359° | Rwy Idg 6500 TDZE 401 Apt Elev 407 |
|--|------------------------|---|

RNAV (GPS) RWY 36

OWENSBORO-DAVIESS COUNTY (OWB)

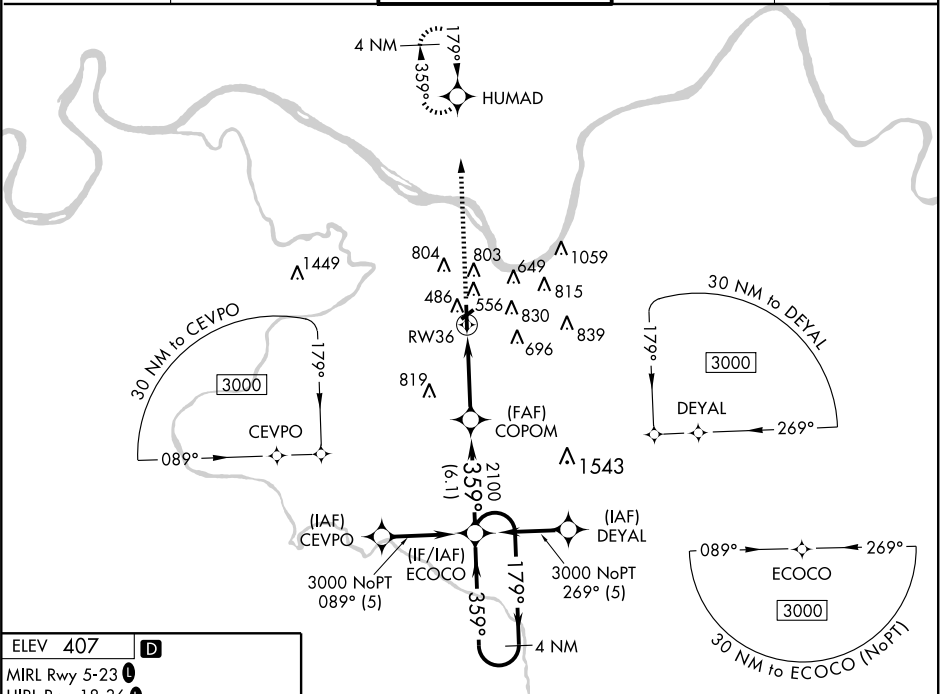
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Evansville altimeter setting and increase all DA 59 feet and all MDA 60 feet, increase LNAV/VNAV all Cts, LNAV Cat C and Circling Cts C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Evansville altimeter setting.

MALSR



MISSED APPROACH: Climb to 3000 direct HUMAD and hold.

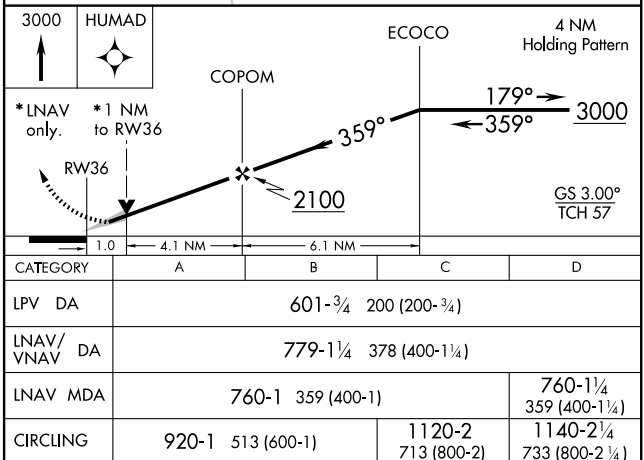
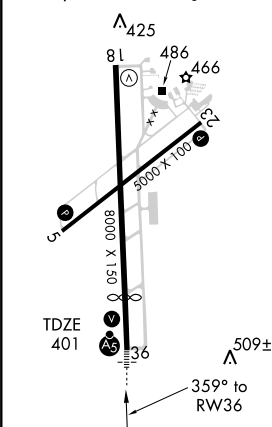
| | | | | |
|------------------------|--|--|-------------------------|-------------------------|
| ASOS 124.325 | EVANSVILLE APP CON ★ 126.4 226.4 | OWENSBORO TOWER ★ 120.7 (CTAF) 0 251.15 | GND CON 121.7 | UNICOM 122.95 |
|------------------------|--|--|-------------------------|-------------------------|



ELEV 407

D

MIRL Rwy 5-23 **L**
HIRL Rwy 18-36 **L**
REIL Rwy 5, 23, and 18 **L**



OWENSBORO, KENTUCKY

Amdt 3 03JUN10

OWENSBORO-DAVIESS COUNTY (OWB)

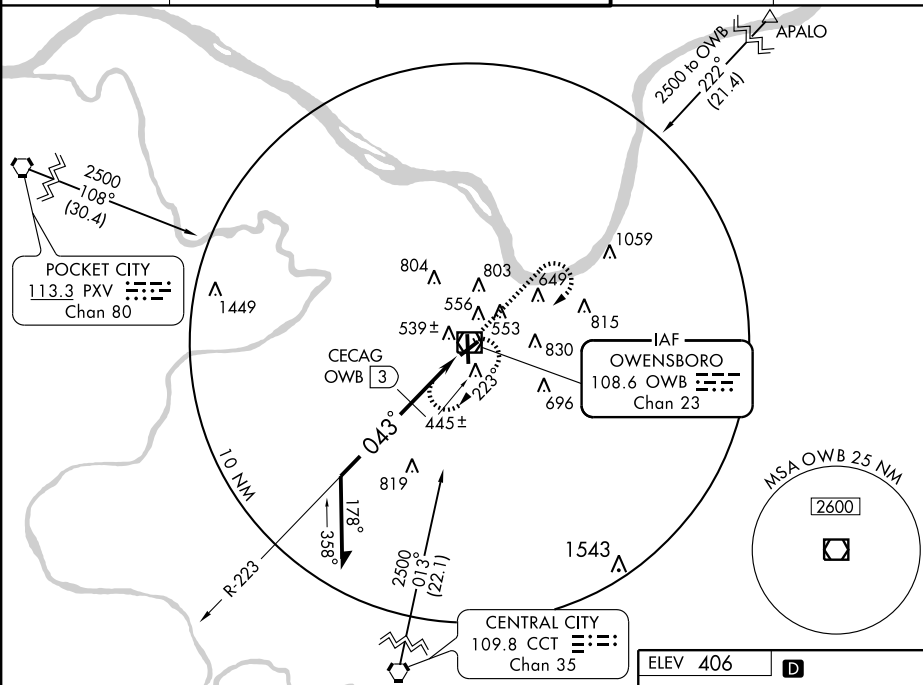
37°44'N-87°10'W

RNAV (GPS) RWY 36

SE-1. 23 SEP 2010 to 21 OCT 2010

VOR RWY 5
OWENSBORO-DAVIESS COUNTY (OWB)

MISSED APPROACH: Climb to 1500, then climbing right turn to 2500 direct OWB VOR/DME and hold.

UNICOM
122.95

Remain
within 10 NM

VOR/DME

| | |
|------|-----|
| 1500 | 250 |
|------|-----|

OWB

ELEV 406

D

VDP NA with Evalimeter setting

*1240 when using Evansville altimeter setting.

MIRL Rwy 5-23 **L**HIRL Rwy 18-36 **L**

REIL Rwy 5, 23, and 18 L

OWENSBORO, KENTUCKY

Amdt 1 09183

OWENSBORO-DAVIESS COUNTY (OWB)

37°44'N-87°10'W

VOR RWY 5

SE-1, 23 SEP 2010 to 21 OCT 2010

SE-1. 23 SEP 2010 to 21 OCT 2010

| | | |
|---|------------------------|--|
| VOR/DME OWB 108.6 Chan 23 | APP CRS 171° | Rwy Idg TDZE Apt Elev 8000 406 406 |
|---|------------------------|--|

VOR RWY 18

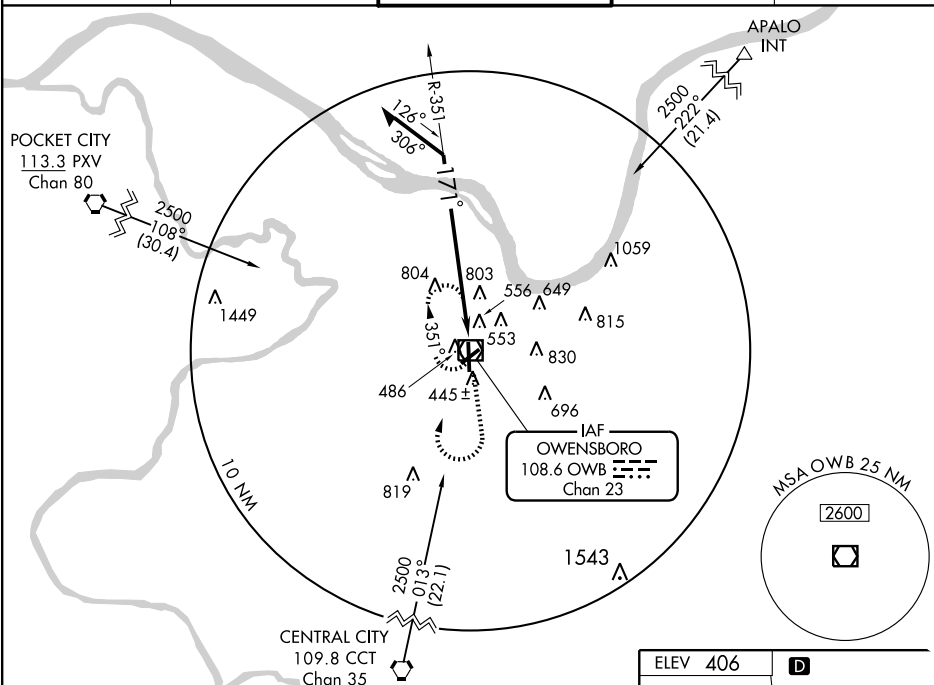
OWENSBORO-DAVIESS COUNTY (OWB)



When control tower closed,
use Evansville altimeter setting.

MISSED APPROACH: Climb to 2500 then
right turn direct OWB VOR/DME and hold.

| | | | | |
|------------------------|--|---|-------------------------|-------------------------|
| ASOS 124.325 | EVANSVILLE APP CON * 126.4 226.4 | OWENSBORO TOWER * 120.7 (CTAF) 251.15 | GND CON 121.7 | UNICOM 122.95 |
|------------------------|--|---|-------------------------|-------------------------|



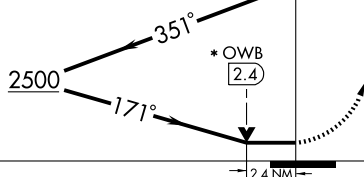
Remain
within 10 NM

VOR/DME

2500

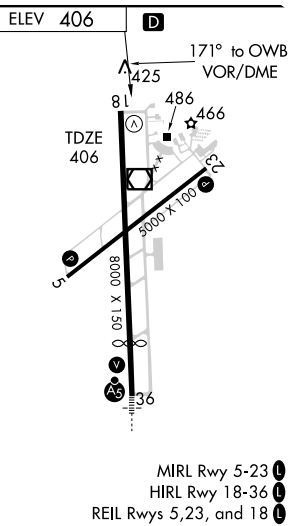


OWB
108.6



* VDP NA with Evansville
altimeter setting.

| CATEGORY | A | B | C | D |
|---------------------------------------|-----------------------|-------------------------------|-------------------------------|-------------------------------|
| S-18 | 1120-1 | 714 (800-1) | 1120-2 714 (800-2) | 1120-2 1/4 714 (800-2 1/4) |
| CIRCLING | 1120-1 | 714 (800-1) | 1120-2 714 (800-2) | 1140-2 1/4 734 (800-2 1/4) |
| EVANSVILLE ALTIMETER SETTING MINIMUMS | | | | |
| S-18 | 1180-1 774 (800-1) | 1180-1 1/4 774 (800-1 1/4) | 1180-2 1/4 774 (800-2 1/4) | 1180-2 1/2 774 (800-2 1/2) |
| CIRCLING | 1180-1 774 (800-1) | 1180-1 1/4 774 (800-1 1/4) | 1180-2 1/4 774 (800-2 1/4) | 1200-2 1/2 794 (800-2 1/2) |



MIRL Rwy 5-23
HIRL Rwy 18-36
REIL Rws 5, 23, and 18

| | | | |
|---|------------------------|-----------------------------|---|
| VOR/DME OWB 108.6 Chan 23 | APP CRS 356° | Rwy Idg TDZE Apt Elev | 6500 401 407 |
|---|------------------------|-----------------------------|---|

VOR RWY 36

OWENSBORO-DAVIESS COUNTY (OWB)

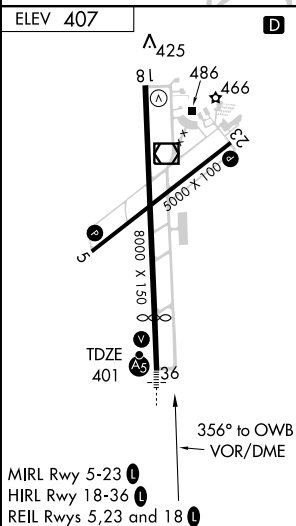
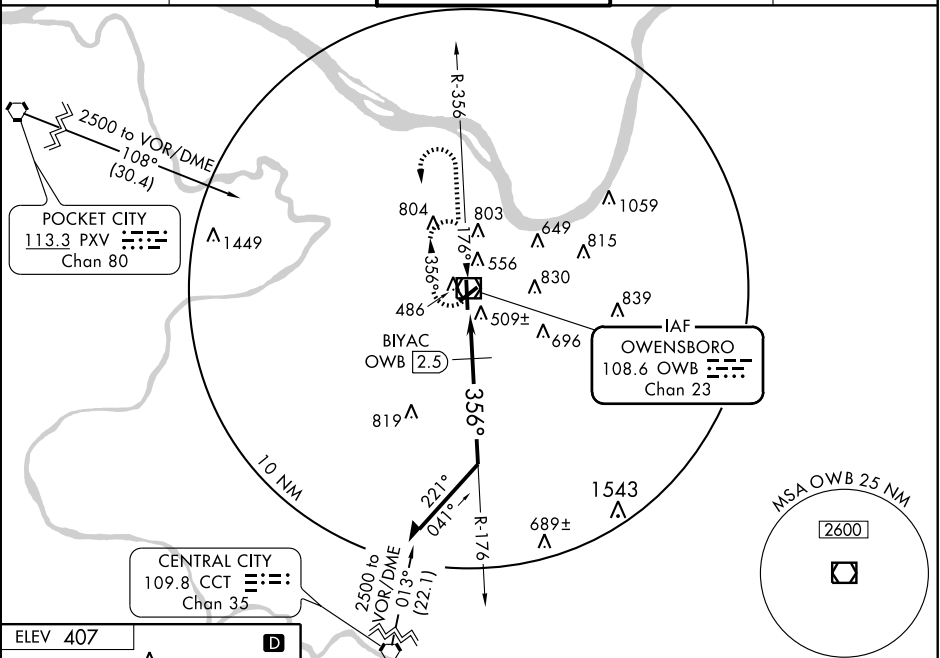
⚠ When local altimeter setting not received, use Evansville altimeter setting and increase all MDA 60 feet, increase S-36 and Circling Cats C and D visibility ¼ mile. BIYAC fix minimums: When using Evansville altimeter setting, increase all MDA 60 feet; increase S-36 and Circling Cats C and D visibility ¼ mile. VDP NA with Evansville altimeter setting.

MALSR



MISSED APPROACH: Climb to 2500 then left turn direct OWB VOR/DME and hold.

| | | | | |
|------------------------|--|---|-------------------------|-------------------------|
| ASOS 124.325 | EVANSVILLE APP CON * 126.4 226.4 | OWENSBORO TOWER * 120.7 (CTAF) 0 251.15 | GND CON 121.7 | UNICOM 122.95 |
|------------------------|--|---|-------------------------|-------------------------|

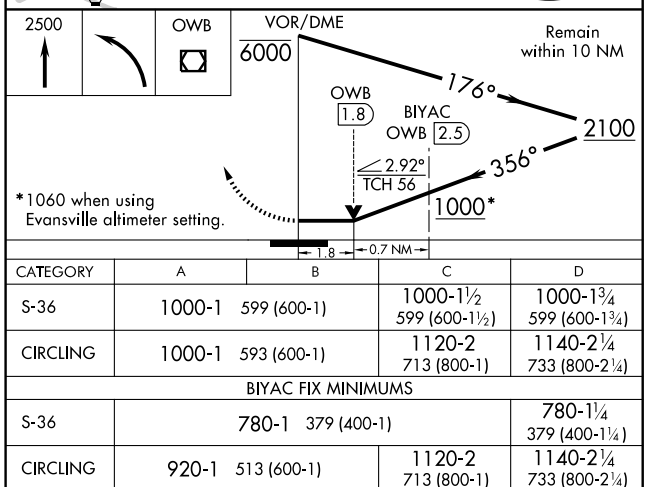


OWENSBORO, KENTUCKY

Amdt 18 03JUN10

OWENSBORO-DAVIESS COUNTY (OWB)

37°44'N-87°10'W

VOR RWY 36

AIRPORT DIAGRAM

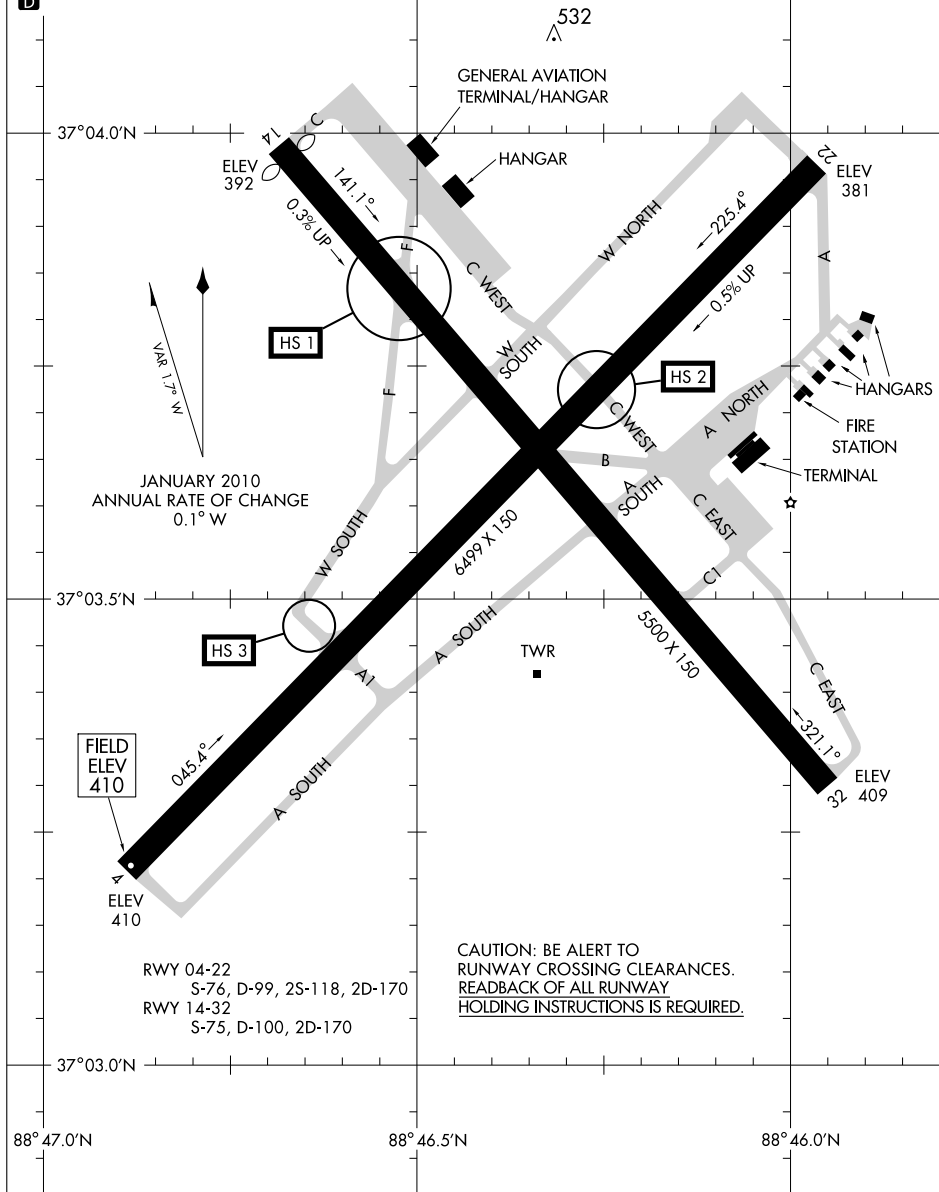
AL-628 (FAA)

PADUCAH/BARKLEY RGNL (PAH)
PADUCAH, KENTUCKY

ASOS
118.375
PADUCAH TOWER ★
119.6 306.9
GND CON
121.7 306.9

D

SE-1, 23 SEP 2010 to 21 OCT 2010



SE-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

PADUCAH, KENTUCKY
PADUCAH/BARKLEY RGNL (PAH)

PADUCAH

BARKLEY RGNL (PAH) 12 W UTC-6(-5DT) N37°03.62' W88°46.38'

410 B S4 FUEL 100LL, JET A Class I, ARFF Index A NOTAM FILE PAH

RWY 04-22: H6499X150 (ASPH-GRVD) S-76, D-99, 2S-118, 2D-170 HIRL 0.5% up SW

RWY 04: MALSR. Pole.

RWY 22: REIL. VASI(V4L)—GA 3.0° TCH 59'. Trees.

RWY 14-32: H5500X150 (ASPH-GRVD) S-75, D-100, 2D-170
MIRL 0.3% up SE

RWY 14: Thld dspcd 100' Tree.

RWY 32: REIL. PAPI(P4L). Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA-6499 TODA-6499 ASDA-6499 LDA-6499

RWY 14: TORA-5500 TODA-5500 ASDA-5500 LDA-5400

RWY 22: TORA-6499 TODA-6499 ASDA-6499 LDA-6499

RWY 32: TORA-5500 TODA-5500 ASDA-5400 LDA-5400

AIRPORT REMARKS: Attended 1030-0600Z. CLOSED to unscheduled air carrier opr with more than 30 passenger seats except 24 hours PPR—call arpt manager 270-744-0521. National Weather Service on arpt call 270-744-6440. Rwy 04-22 surface condition not monitored 0600-1030Z. When twr clsd ACTIVATE HIRL Rwy 04-22, MIRL Rwy 14-32, MALSR Rwy 04, PAPI Rwy 32, REIL Rwy 22 and Rwy 32, Twy lgts and lgtd windcone—CTAF.

WEATHER DATA SOURCES: ASOS 118.375 (270) 744-6719.**COMMUNICATIONS:** CTAF 119.6 UNICOM 122.95

PADUCAH RCO 122.5 122.2 (LOUISVILLE RADIO)

⑤ MEMPHIS CENTER APP/DEP CON 133.65

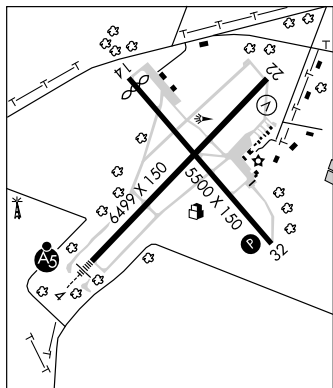
PADUCAH TOWER 119.6 (1200-0500Z) GND CON 121.7

AIRSPACE: CLASS D svc 1200-0500Z other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE PAH.

CUNNINGHAM (L) VORTACW 113.1 CNG Chan 78 N37°00.52' W88°50.21' 042° 4.4 NM to fld. 480/03E.

BELLGRADE NDB (MHW) 254 BDD N37°08.73' W88°40.23' 224° 7.1 NM to fld.

ILS 108.5 I-PAH Rwy 04.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

PIKE CO-HATCHER FLD (See PIKEVILLE)

PIKEVILLE

PIKE CO-HATCHER FLD (PBX) 6 NW UTC-5(-4DT) N37°33.71' W82°33.98'

1473 B S4 FUEL 100LL, JET A+ NOTAM FILE LOU

RWY 09-27: H5350X100 (ASPH) S-30 MIRL 0.3% up E

RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 33'. Thld dspcd 350'. Trees.

RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 47'. Thld dspcd 350'. Fence.

RWY 02-20: H3600X75 (ASPH) S-12 MIRL 0.4% up S

RWY 02: REIL. VASI(V2L)—GA 3.0° TCH 26'.

RWY 20: REIL. VASI(V2L)—GA 3.0° TCH 29'. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 09: TORA-5350 TODA-5350 ASDA-5000 LDA-4650

RWY 27: TORA-5350 TODA-5350 ASDA-5000 LDA-4650

AIRPORT REMARKS: Attended Mon-Fri 1300-0100Z, Sat-Sun 1400-0000Z. For after hrs svc call 606-437-9548. Rwy 2-20 CLOSED indef. REIL and VASI Rwy 20 OTS indef. Rwy 02-20 MIRL OTS indef. Rwy 02-20 markings faded and obscured. ACTIVATE MIRL Rwy 02-20 and 09-27; REIL Rwy 02; 20; 09 and 27; VASI Rwy 02 and 20; PAPI Rwy 09 and 27—CTAF.

WEATHER DATA SOURCES: AWOS-3 121.225 (606) 437-6701.**COMMUNICATIONS:** CTAF/UNICOM 122.8

⑤ INDIANAPOLIS CENTER APP/DEP CON 126.575

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

HAZARD (L) VOR/DME 111.2 AZQ Chan 49 N37°23.48' W83°15.78' 077° 34.8 NM to fld. 1247/04W.

ILS/DME 109.7 I-PBX Chan 34 Rwy 27.

PIKEVILLE N37°38.27' W82°34.42'

RCO 122.05 (LOUISVILLE RADIO)

CINCINNATI

H-106, 12H, L-26H

IAP

CINCINNATI

L-26H

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

| CITY/AIRPORT | HOT SPOT | DESCRIPTION* |
|---------------------|----------|--|
| KNOXVILLE, TN | | |
| MC GHEE TYSON (TYS) | HS 1 | Holding position marking for full length of Rwy 23L just beyond Twy A8 on Twy A. |
| | HS 2 | Ramp exit Twy R5 short distance from Twy A. |
| | HS 3 | Ramp exit Twy R4 short distance from Twy A. |
| | HS 4 | Acft taxing on Twy B4 southeast bound sometimes fail to hold short of Rwy 23L |
| LEXINGTON, KY | | |
| BLUE GRASS (LEX) | HS 1 | Rwy 27 apch hold occurs prior to Rwy 22 hold line. |
| LOUISVILLE, KY | | |
| BOWMAN FIELD (LOU) | HS 1 | Twys int in close proximity to the crossing rwy. |
| PADUCAH, KY | | |
| BARKLEY RGNL (PAH) | HS 1 | Rwy 14-32 at Twy F confused as a twy. |
| | HS 2 | Rwy 04-22 at Twy C confused as a twy. |
| | HS 3 | Twy W South at Rwy 04: Short taxi after turn. |

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

| | | | |
|---------------------------|------------------------|-----------------------------|---|
| LOC I-PAH 108.5 | APP CRS 045° | Rwy Idg TDZE Apt Elev | 6499 410 410 |
|---------------------------|------------------------|-----------------------------|---|

ILS or LOC RWY 4

PADUCAH/BARKLEY RGNL (PAH)

▼ If local altimeter setting not received, use Mayfield altimeter setting and increase S-ILS 4 DA to 672, and all MDAs 80 feet.

MALSR
A5

MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct CNG VORTAC and hold.

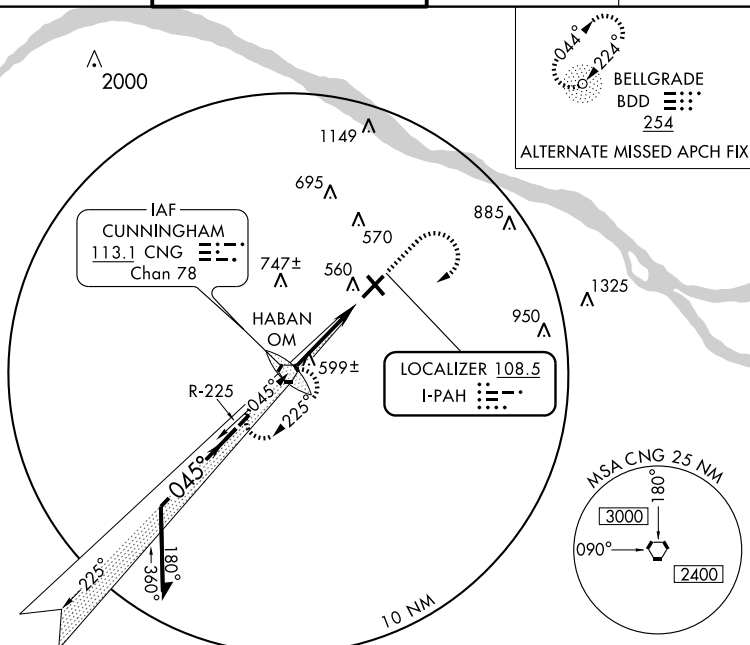
ASOS
118.375

MEMPHIS CENTER
133.65 292.15

PADUCAH TOWER ★
119.6 (CTAF) 306.9

GND CON
121.7 306.9

UNICOM
122.95



Remain within 10 NM

2100

GS 2.98°

TCH 56

VORTAC

225°

045°

1700

OM

1674

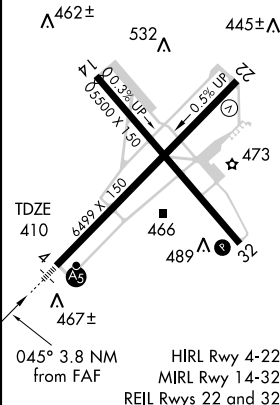
3.8 NM

1100

2100

CNG

ELEV 410



| CATEGORY | A | B | C | D |
|----------|-----------------------|---------------|------------------------------|----------------------|
| S-ILS 4 | 610-1/2 200 (200-1/2) | | | |
| S-LOC 4 | 860-1/2 | 450 (500-1/2) | 860-3/4 450 (500-3/4) | 860-1 450 (500-1) |
| CIRCLING | 900-1 | 490 (500-1) | 900-1 1/2 490 (500-1 1/2) | 960-2 550 (600-2) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---------|------|------|------|------|------|
| Min:Sec | 3:48 | 2:32 | 1:54 | 1:31 | 1:16 |

| | | |
|--|------------------------|---|
| WAAS CH 93701 W04A | APP CRS 045° | Rwy Idg 6499 TDZE 410 Apt Elev 410 |
|--|------------------------|---|

RNAV (GPS) RWY 4

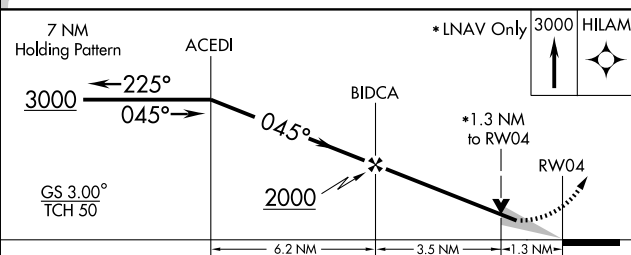
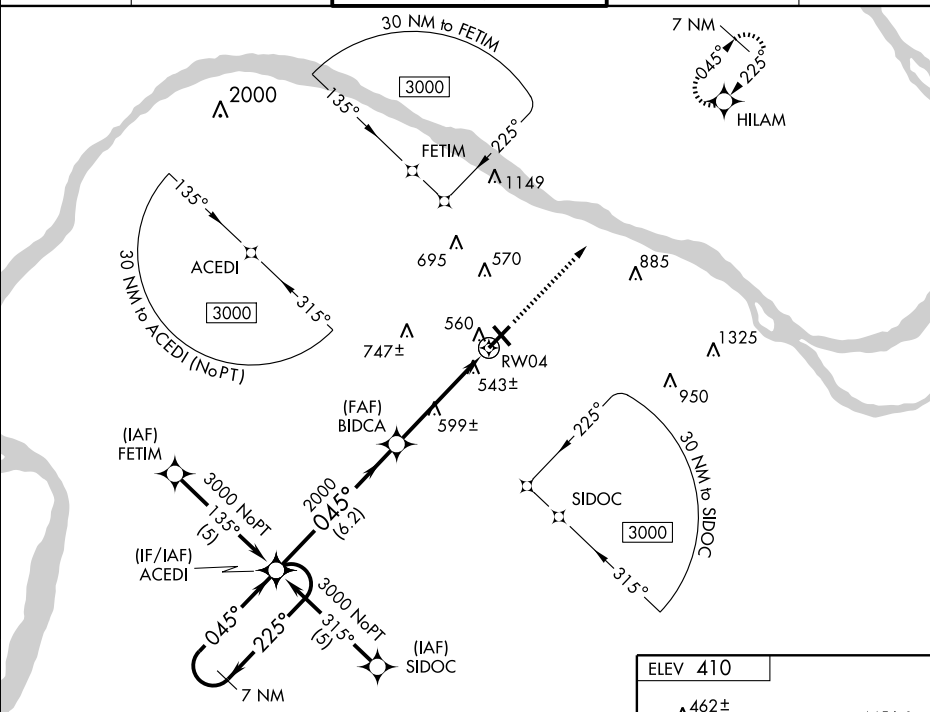
PADUCAH/BARKLEY RGNL (PAH)

▼ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Mayfield altimeter setting and increase all DAs 62 feet and all MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). VDP and Baro-VNAV NA when using Mayfield altimeter setting. For inoperative MALSR, increase LPV visibility to 1¼.

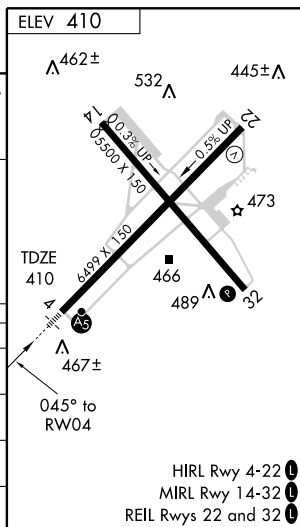


MISSED APPROACH:
Climb to 3000 direct
HILAM and hold.

| | | | | |
|------------------------|--|--|-------------------------------|-------------------------|
| ASOS 118.375 | MEMPHIS CENTER 133.65 292.15 | PADUCAH TOWER ★ 119.6 (CTAF) 306.9 | GND CON 121.7 306.9 | UNICOM 122.95 |
|------------------------|--|--|-------------------------------|-------------------------|



| CATEGORY | A | B | C | D |
|--------------|--------|-------------|----------------------|----------------------|
| LPV DA | 756-¾ | | 346 (400-¾) | |
| LNAV/VNAV DA | 884-1¼ | | 474 (500-1¼) | |
| LNAV MDA | 860-½ | 450 (500-½) | 860-¾ 450 (500-¾) | 860-1 450 (500-1) |
| CIRCLING | 900-1¾ | | 960-2 550 (600-2) | |



| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 49001 W22A | APP CRS 225° | Rwy Idg TDZE Apt Elev | 6499 401 410 |
|--|------------------------|-----------------------------|---|

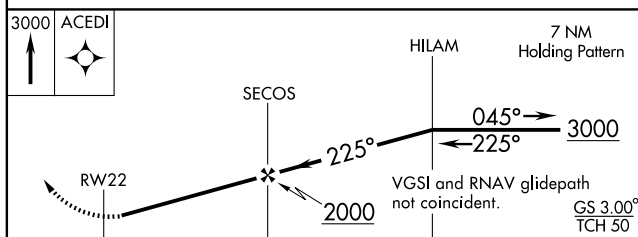
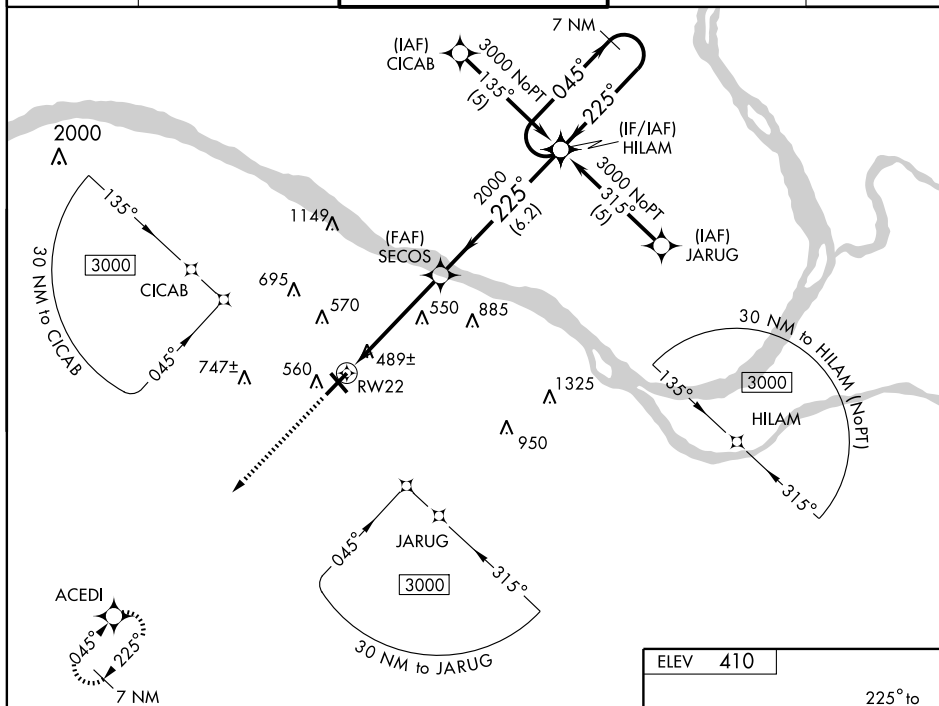
RNAV (GPS) RWY 22

PADUCAH/BARKLEY RGNL (PAH)

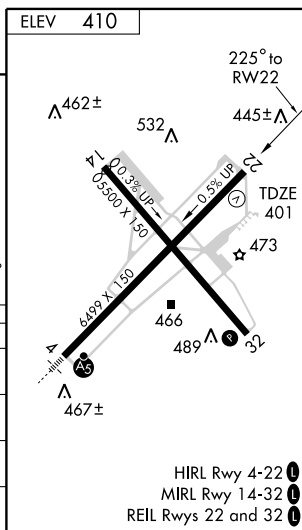
▼ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Mayfield altimeter setting and increase all DAs 62 feet and all MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA with Mayfield altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct ACEDI and hold.

| | | | | |
|------------------------|--|--|-------------------------------|-------------------------|
| ASOS 118.375 | MEMPHIS CENTER 133.65 292.15 | PADUCAH TOWER ★ 119.6 (CTAF) 306.9 | GND CON 121.7 306.9 | UNICOM 122.95 |
|------------------------|--|--|-------------------------------|-------------------------|



| CATEGORY | A | B | C | D |
|----------|--------|--------------|--------|--------------|
| LPV DA | 677-1 | 276 (300-1) | | |
| LNAV/DA | 789-1½ | 388 (400-1½) | | |
| LNAV MDA | 800-1 | 399 (400-1) | 800-1¼ | 399 (400-1¼) |
| CIRCLING | 900-1½ | 490 (500-1½) | 960-2 | 550 (600-2) |



| | | | |
|--|------------------------|---|---|
| VORTAC CNG 113.1 Chan 78 | APP CRS 221° | Rwy Idg TDZE Apt Elev 410 | 6499 401 410 |
|--|------------------------|---|---|

VOR/DME RWY 22

PADUCAH/BARKLEY RGNL (PAH)



MISSED APPROACH: Climb to 2600
direct CNG VORTAC and hold.

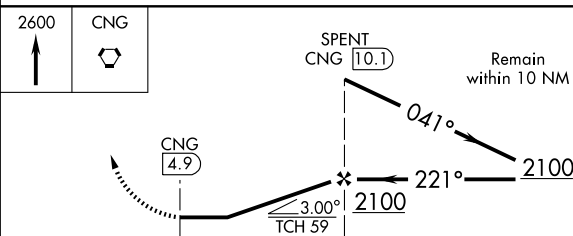
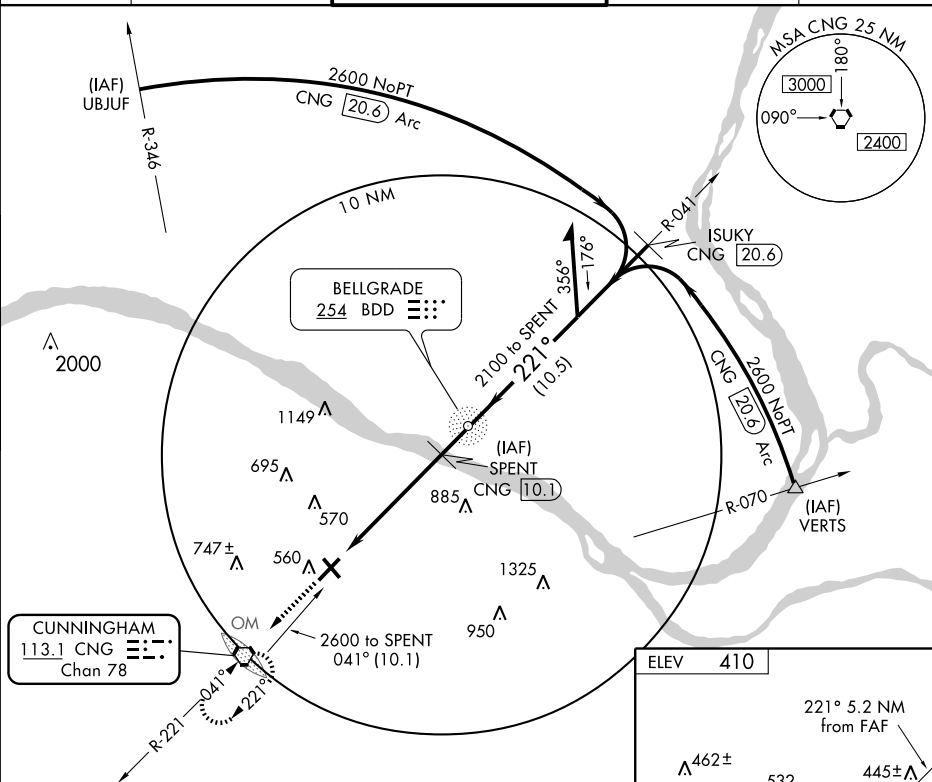
ASOS
118.375

MEMPHIS CENTER
133.65 292.15

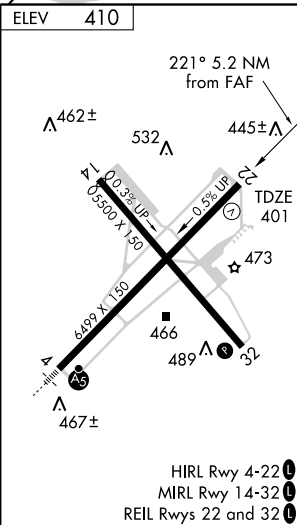
PADUCAH TOWER ★
119.6 (CTAF) 306.9

GND CON
121.7 306.9

UNICOM
122.95



| CATEGORY | A | B | C | D |
|----------|-------------------|---|---------------------|-------------------|
| S-22 | 820-1 419 (500-1) | | 820-1¼ 419 (500-1¼) | |
| CIRCLING | 900-1 490 (500-1) | | 900-1½ 490 (500-1½) | 960-2 550 (600-2) |



VORTAC CNG
113.1
 Chan **78**

APP CRS
042°

Rwy Idg
 TDZE **410**
 Apt Elev **410**

VOR RWY 4

PADUCAH/ BARKLEY RGNL (PAH)

▼ If local altimeter setting not received, use Mayfield altimeter setting and increase all MDAs 80 feet.
 ▲ VDP NA when using Mayfield altimeter setting.

MALSR



MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct CNG VORTAC and hold.

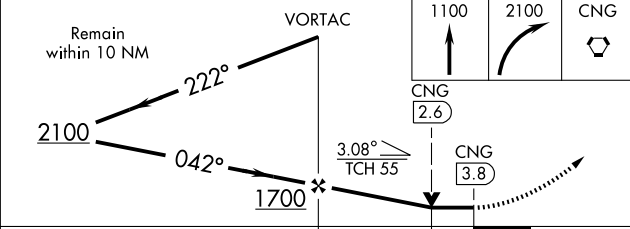
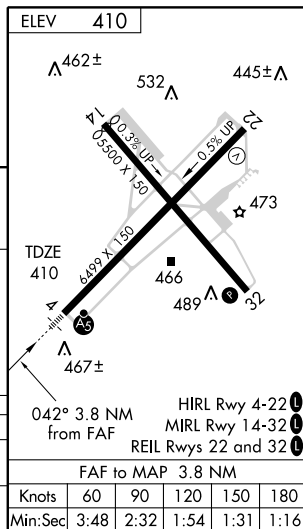
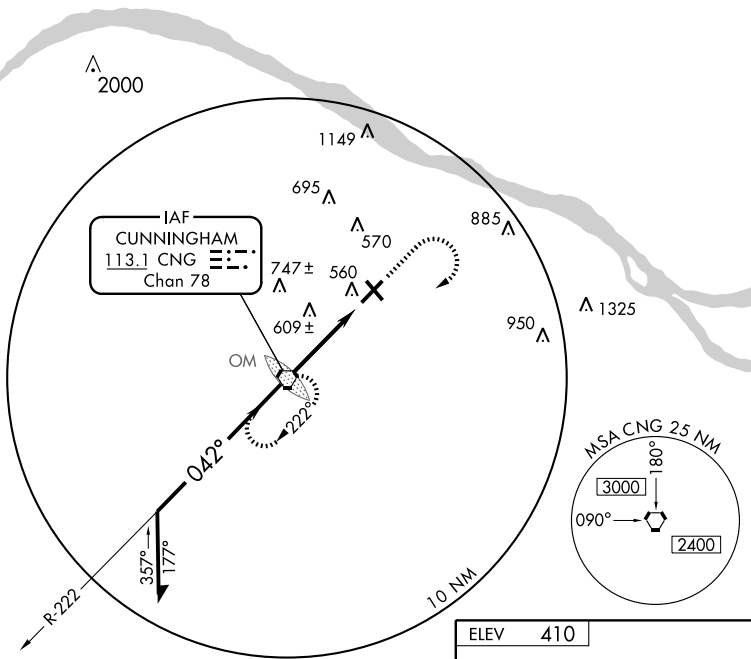
ASOS
118.375

MEMPHIS CENTER
133.65 292.15

PADUCAH TOWER ★
119.6 (CTAF) 306.9

GND CON
121.7 306.9

UNICOM
122.95



| CATEGORY | A | B | C | D |
|----------|---------|---------------|-----------------|-------------|
| S-4 | 860-1/2 | 450 (500-1/2) | 860-3/4 | 860-1 |
| | | | 450 (500-3/4) | 450 (500-1) |
| CIRCLING | 900-1 | 490 (500-1) | 900-1 1/2 | 960-2 |
| | | | 490 (500-1 1/2) | 550 (600-2) |

PADUCAH

BARKLEY RGNL (PAH) 12 W UTC-6(-5DT) N37°03.62' W88°46.38'

410 B S4 FUEL 100LL, JET A Class I, ARFF Index A NOTAM FILE PAH

RWY 04-22: H6499X150 (ASPH-GRVD) S-76, D-99, 2S-118, 2D-170 HIRL 0.5% up SW

RWY 04: MALSR. Pole.

RWY 22: REIL. VASI(V4L)—GA 3.0° TCH 59'. Trees.

RWY 14-32: H5500X150 (ASPH-GRVD) S-75, D-100, 2D-170
MIRL 0.3% up SE

RWY 14: Thld dspcd 100' Tree.

RWY 32: REIL. PAPI(P4L). Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA-6499 TODA-6499 ASDA-6499 LDA-6499

RWY 14: TORA-5500 TODA-5500 ASDA-5500 LDA-5400

RWY 22: TORA-6499 TODA-6499 ASDA-6499 LDA-6499

RWY 32: TORA-5500 TODA-5500 ASDA-5400 LDA-5400

AIRPORT REMARKS: Attended 1030-0600Z. CLOSED to unscheduled air carrier opr with more than 30 passenger seats except 24 hours PPR—call arpt manager 270-744-0521. National Weather Service on arpt call 270-744-6440. Rwy 04-22 surface condition not monitored 0600-1030Z. When twr clsd ACTIVATE HIRL Rwy 04-22, MIRL Rwy 14-32, MALSR Rwy 04, PAPI Rwy 32, REIL Rwy 22 and Rwy 32, Twy lgts and lgtd windcone—CTAF.

WEATHER DATA SOURCES: ASOS 118.375 (270) 744-6719.**COMMUNICATIONS:** CTAF 119.6 UNICOM 122.95

PADUCAH RCO 122.5 122.2 (LOUISVILLE RADIO)

⑤ MEMPHIS CENTER APP/DEP CON 133.65

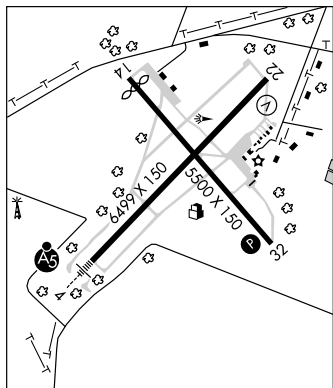
PADUCAH TOWER 119.6 (1200-0500Z) GND CON 121.7

AIRSPACE: CLASS D svc 1200-0500Z other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE PAH.

CUNNINGHAM (L) VORTACW 113.1 CNG Chan 78 N37°00.52' W88°50.21' 042° 4.4 NM to fld. 480/03E.

BELLGRADE NDB (MHW) 254 BDD N37°08.73' W88°40.23' 224° 7.1 NM to fld.

ILS 108.5 I-PAH Rwy 04.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

PIKE CO-HATCHER FLD (See PIKEVILLE)

PIKEVILLE

PIKE CO-HATCHER FLD (PBX) 6 NW UTC-5(-4DT) N37°33.71' W82°33.98'

1473 B S4 FUEL 100LL, JET A+ NOTAM FILE LOU

RWY 09-27: H5350X100 (ASPH) S-30 MIRL 0.3% up E

RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 33'. Thld dspcd 350'. Trees.

RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 47'. Thld dspcd 350'. Fence.

RWY 02-20: H3600X75 (ASPH) S-12 MIRL 0.4% up S

RWY 02: REIL. VASI(V2L)—GA 3.0° TCH 26'.

RWY 20: REIL. VASI(V2L)—GA 3.0° TCH 29'. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 09: TORA-5350 TODA-5350 ASDA-5000 LDA-4650

RWY 27: TORA-5350 TODA-5350 ASDA-5000 LDA-4650

AIRPORT REMARKS: Attended Mon-Fri 1300-0100Z, Sat-Sun 1400-0000Z. For after hrs svc call 606-437-9548. Rwy 2-20 CLOSED indef. REIL and VASI Rwy 20 OTS indef. Rwy 02-20 MIRL OTS indef. Rwy 02-20 markings faded and obscured. ACTIVATE MIRL Rwy 02-20 and 09-27; REIL Rwy 02; 20; 09 and 27; VASI Rwy 02 and 20; PAPI Rwy 09 and 27—CTAF.

WEATHER DATA SOURCES: AWOS-3 121.225 (606) 437-6701.**COMMUNICATIONS:** CTAF/UNICOM 122.8

⑤ INDIANAPOLIS CENTER APP/DEP CON 126.575

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

HAZARD (L) VOR/DME 111.2 AZQ Chan 49 N37°23.48' W83°15.78' 077° 34.8 NM to fld. 1247/04W.

ILS/DME 109.7 I-PBX Chan 34 Rwy 27.

PIKEVILLE N37°38.27' W82°34.42'

RCO 122.05 (LOUISVILLE RADIO)

CINCINNATI

H-106, 12H, L-26H

IAP

CINCINNATI

L-26H

| | | |
|------------------------|-----------------------------|---|
| APP CRS 093° | Rwy Ldg TDZE Apt Elev | 4650 1454 1473 |
|------------------------|-----------------------------|---|

RNAV (GPS) RWY 9

PIKEVILLE / PIKE COUNTY-HATCHER FIELD (PBX)

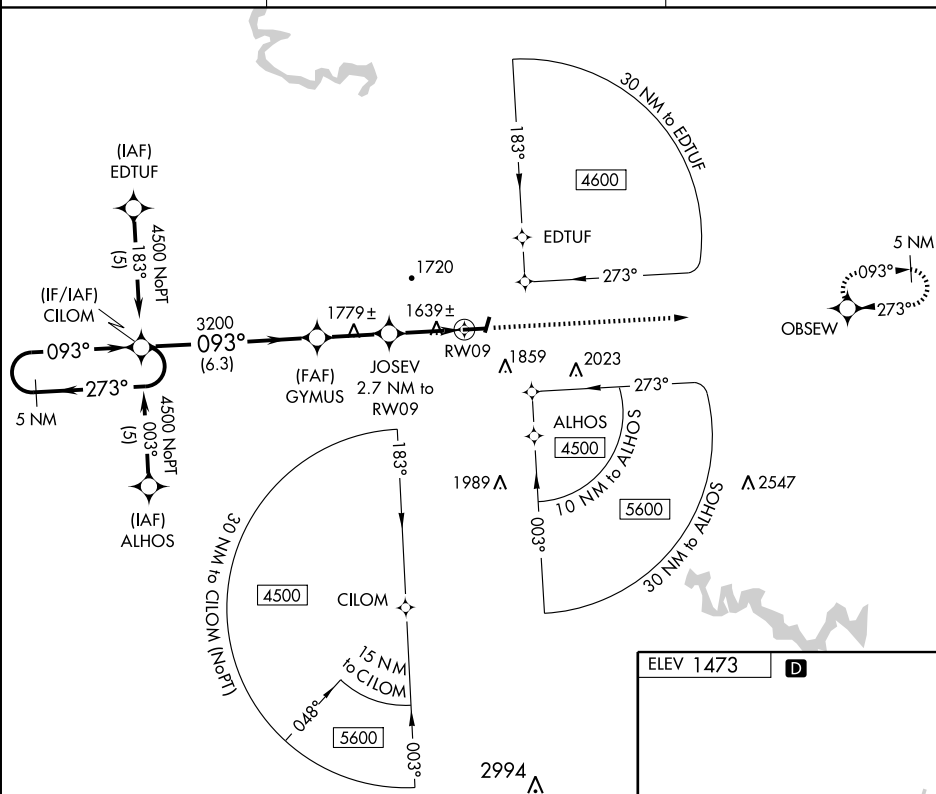
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ NA When local altimeter setting not received, use Jackson altimeter setting and increase all MDA 100 feet and all Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 4500 direct OBSEW and hold.

AWOS-3
121.225

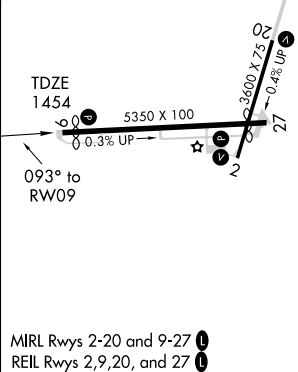
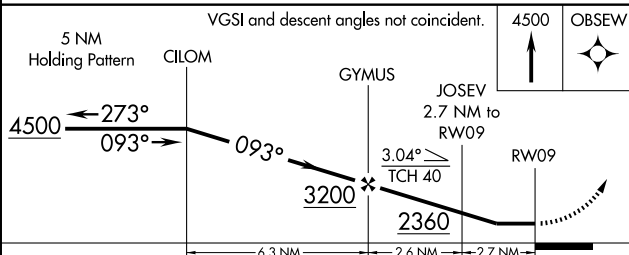
INDIANAPOLIS CENTER
126.575 257.850

UNICOM
122.8 (CTAF)



ELEV 1473

D



| CATEGORY | A | B | C | D |
|-----------|-----------------------|-----------------------|-------------------------|----|
| LNNAV MDA | 1960-1 527 (600-1) | 506 (500-1) | 1960-1½ 506 (500-1½) | NA |
| CIRCLING | 2000-1 527 (600-1) | 2080-1 607 (700-1) | 2160-2 687 (700-2) | NA |

MIRL Rwy 2-20 and 9-27
REIL Rwy 2, 9, 20, and 27

| | |
|------------------------|-------------------------|
| APP CRS 273° | Rwy Ldg 4650 |
| | TDZE 1466 |
| | Apt Elev 1473 |

RNAV (GPS) RWY 27

PIKEVILLE / PIKE COUNTY-HATCHER FIELD (PBX)



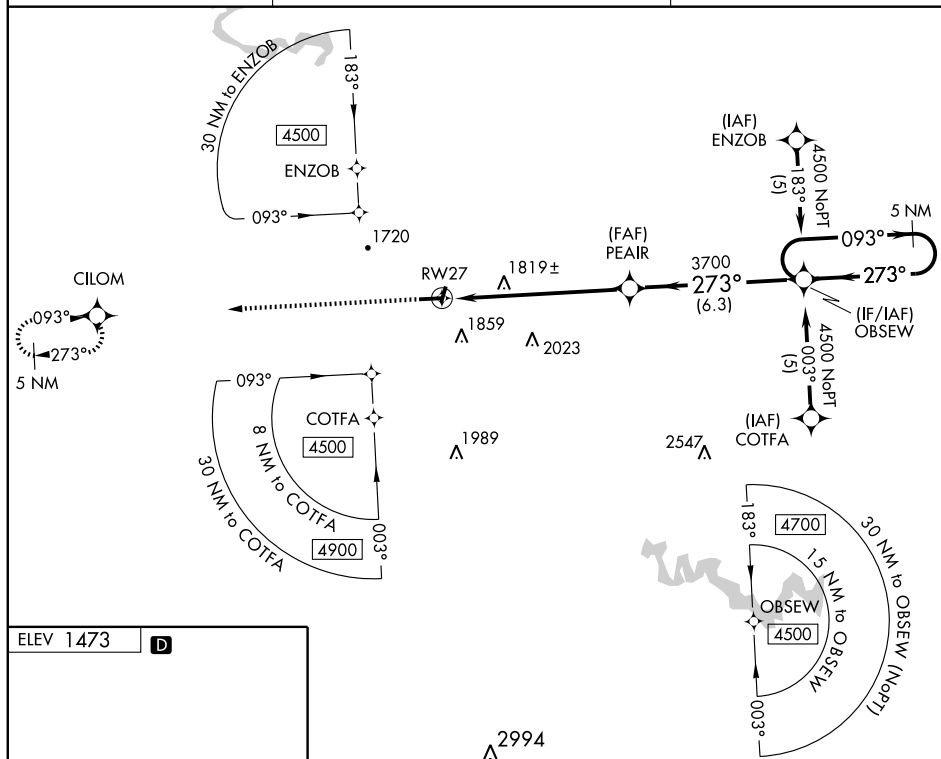
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Jackson altimeter setting and increase all MDA 100 feet and LNAV visibility Cat B $\frac{1}{4}$ mile, and Cat C $\frac{1}{2}$ mile, and Circling visibility Cat B and C $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 4500 direct CILOM and hold.

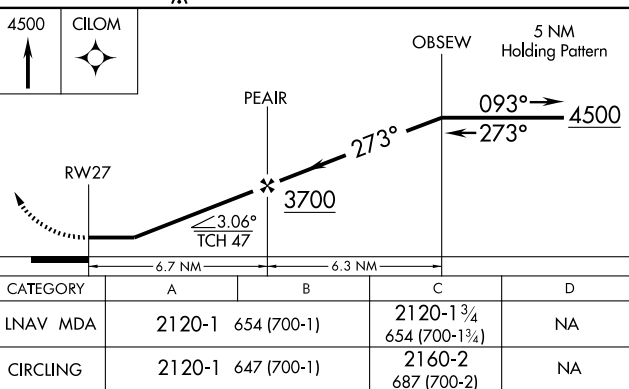
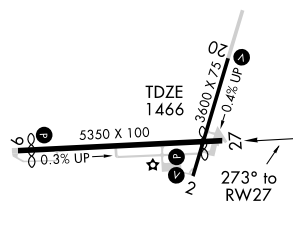
AWOS-3
121.225

INDIANAPOLIS CENTER
126.575 257.850

UNICOM
122.8 (CTAF) 0



ELEV 1473



MIRL Rwy 2-20 and 9-27
REIL Rwy 2, 9, 20, and 27

PINE KNOT

McCREARY CO (181) 3 NW UTC-5(-4DT) N36°41.72' W84°23.49'

CINCINNATI

1370 B FUEL 100LL NOTAM FILE LOU

L-25A

RWY 04-22: H3000X75 (ASPH) S-8 MIRL

RWY 04: REIL. PAPI(P2L)—GA 4.0° TCH 20'. Trees.

Rwy 22: REIL. PAPI(P2L)—GA 3.0° TCH 24'.

AIRPORT REMARKS: Unattended. 24 hr credit card svc avbl for fuel.

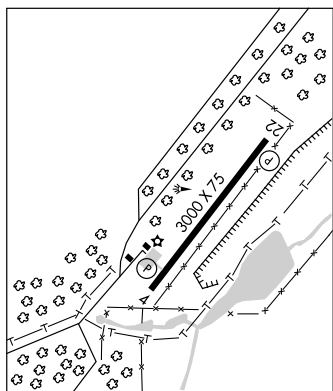
ACTIVATE MIRL Rwy 04-22, REIL Rwy 04 and Rwy 22—122.9.

COMMUNICATIONS: CTAF/UNICOM 123.05

RADIO AIDS TO NAVIGATION: NOTAM FILE LOZ.

LONDON (L) VORTAC 116.1 LOZ Chan 108 N37°01.99'

W84°06.60' 217° 24.4 NM to fld. 1245/03W. HIWAS.



PRESTONSBURG

BIG SANDY RGNL (K22) 9NE UTC-5(-4DT) N37°45.06' W82°38.20'

CINCINNATI

1221 B FUEL 100LL, JET A1+ NOTAM FILE LOU

H-10G, 12H, L-26H

RWY 03-21: H5000X100 (ASPH) S-30 MIRL 1.0% up NE

IAP

RWY 03: REIL. PAPI(P4L)—GA 4.0° TCH 28'. Pole.

RWY 21: REIL. PAPI(P4L)—GA 3.0° TCH 28'.

AIRPORT REMARKS: Attended 1300Z±—Dusk. Deer and birds on and invof arpt. ACTIVATE MIRL Rwy 03-21 and REIL

Rwy 03 and Rwy 21—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.175 (606) 298-4143.

COMMUNICATIONS: CTAF/UNICOM 123.05

® HUNTINGTON APP/DEP 119.75

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

NEWCOMBE (L) VORTAC 110.4 ECB Chan 41 N38°09.50' W82°54.60' 154° 27.7 NM to fld. 1070/02W.

PRINCETON-CALDWELL CO (2MØ) 2 NE UTC-6(-5DT) N37°06.91' W87°51.42'

ST LOUIS

584 B FUEL 100LL NOTAM FILE LOU

L-161

RWY 05-23: H4099X76 (ASPH) S-12 MIRL

RWY 05: Berm. RWY 23: Trees.

AIRPORT REMARKS: Unattended. Fuel 24 hr credit card svc avbl. ACTIVATE MIRL Rwy 05-23—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

CENTRAL CITY (L) VORTAC 109.8 CCT Chan 35 N37°22.95' W87°15.82' 242° 32.6 NM to fld. 450/01W.

PROVIDENCE-WEBSTER CO (8M9) 2 NE UTC-6(-5DT) N37°25.49' W87°44.17'

ST LOUIS

393 B NOTAM FILE LOU

L-161

RWY 16-34: H3800X70 (ASPH) S-7.5 MIRL

RWY 16: Trees. RWY 34: Trees.

AIRPORT REMARKS: Unattended. Ultralight activity on and invof arpt.

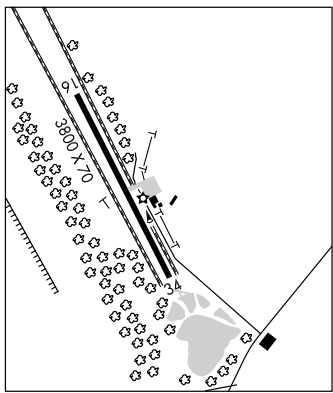
ACTIVATE MIRL Rwy 16-34—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

CENTRAL CITY (L) VORTAC 109.8 CCT Chan 35 N37°22.95'

W87°15.82' 278° 22.7 NM to fld. 450/01W.



APP CRS **036°**
Rwy Idg **5000**
TDZE **1210**
Apt Elev **1221**

RNAV (GPS) RWY 3

PRESTONSBURG/ BIG SANDY RGNL (K22)



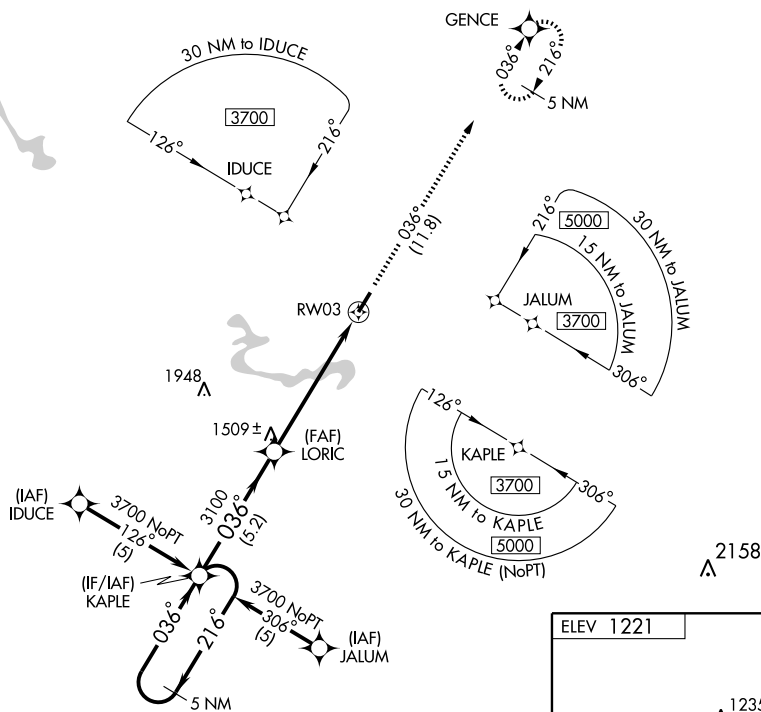
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 via 036° course to
GENCE WP and hold.

AWOS-3
120.175

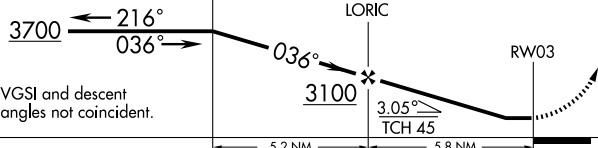
HUNTINGTON APP CON
119.75 270.1

UNICOM
123.05 (CTAF) 0



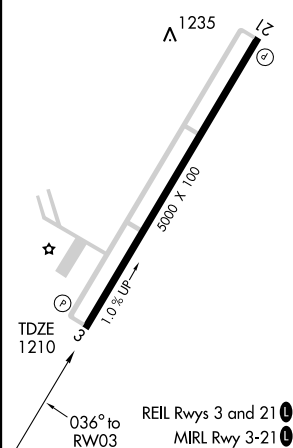
ELEV 1221

5 NM
Holding Pattern



VGS1 and descent
angles not coincident.

| CATEGORY | A | B | C | D |
|----------|--------|-------------|-------------------------|-------------------------|
| RNAV MDA | 1680-1 | 470 (500-1) | 1680-1¼ 470 (500-1¼) | 1680-1½ 470 (500-1½) |
| CIRCLING | 1840-1 | 619 (700-1) | 1840-1¾ 619 (700-1¾) | 1840-2 619 (700-2) |



| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 77801 W21A | APP CRS 216° | Rwy Idg TDZE Apt Elev | 5000 1221 1221 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 21

PRESTONSBURG/BIG SANDY RGNL (K22)

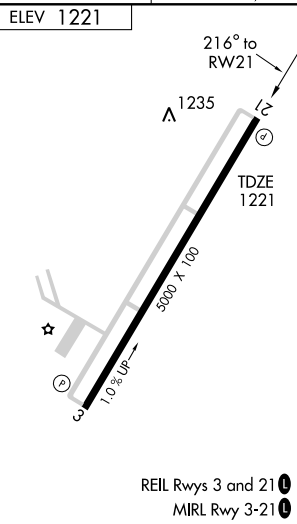
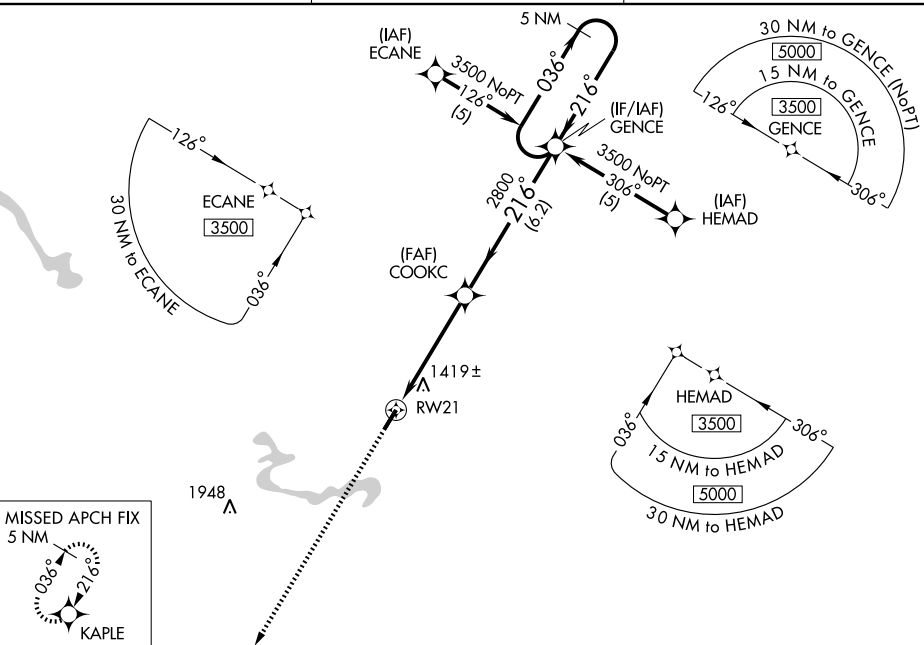
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (115°F).
⚠ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Pikeville altimeter setting and increase LPV DA to 1534 feet; LNAV/VNAV DA to 1802 feet and all MDAs 80 feet.
 Baro-VNAV and VDP NA when using Pikeville altimeter setting.

MISSED APPROACH:
Climb to 3700 direct KAPLE and hold.

AWOS-3
120.175

HUNTINGTON APP CON
119.75 270.1

UNICOM
123.05 (CTAF) ①



| | | | | | |
|--------------|--------------------|---|----------------------|----------------------|----------------------|
| 3700 KAPLE | | VGSI and RNAV glidepath not coincident. | | 5 NM Holding Pattern | |
| *LNAV Only. | | COOKC | | GENCE | |
| RW21 | | 1.4 NM to RW21 | | 216° | |
| 1.4 | | 3.4 NM | | 6.2 NM | |
| CATEGORY | A | | B | | C |
| LPV DA | 1471-1 | | 250 (300-1) | | |
| LNAV/VNAV DA | 1739-1¾ | | 518 (600-1¾) | | |
| LNAV MDA | 1680-1 459 (500-1) | | 1680-1¼ 459 (500-1¼) | | 1680-1½ 459 (500-1½) |
| CIRCLING | 1840-1 619 (700-1) | | 1840-1¾ 619 (700-1¾) | | 1840-2 619 (700-2) |

| | | | |
|--|------------------------|-----------------------------|---|
| VORTAC ECB 110.4 Chan 41 | APP CRS 154° | Rwy Idg TDZE Apt Elev | N/A N/A 1221 |
|--|------------------------|-----------------------------|---|

VOR/DME-A

PRESTONSBURG/ BIG SANDY RGNL (K22)

MISSED APPROACH: Climbing left turn to 3000 via ECB R-154 to CICLE/ECB 22 DME and hold.

AWOS-3
120.175

HUNTINGTON APP CON
119.75 270.1

UNICOM
123.05 (CTAF) 0

IAF
NEWCOMBE
110.4 ECB 
Chan 41


10 NM

3000
154°
(17)

FOST
ECB  17

3000
(5)

1578 ±
CICLE
ECB  22

1539 ±
FATOB
ECB  27.4

1948
△

MSA ECB 25 NM


3000

ELEV 1221

154° 5.4 NM from FAF

△ 1235

5000 x 100

REIL Rwy 3 and 21 MIRL Rwy 3-21 

Procedure
Turn NA


VORTAC

FOST
ECB  17

CICLE
ECB  22

3000
ECB R-154
110.4

CICLE
ECB  22

FATOB
ECB  27.4

3000

3000

3000

17 NM

5 NM

5.4 NM

CATEGORY

A

B

C

D

CIRCLING

1840-1
619 (700-1)

1840-1¼
619 (700-1¼)

1840-1¾
619 (700-1¾)

1840-2
619 (700-2)

Knots

60

90

120

150

180

Min:Sec

RICHMOND

MADISON (I39) 8 SW UTC-5(-4DT) N37°37.85' W84°19.94'

1002 B FUEL 100LL, JET A1+ NOTAM FILE LOU

RWY 18-36: H4500X100 (ASPH) S-12.5 MIRL 0.7% up S

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 22'. Thld displcd 90'.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 24'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1300-2200Z, Sun

1700-2200Z. Fuel 24 hr self svc, JET A+, 100LL. Rwy 18-36 cracking with water/sediment weeping on both sides of rwy sfc.

ACTIVATE MIRL, PAPI and REIL Rwy 18-36—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.625 (859) 985-5969.

COMMUNICATIONS: CTAF/UNICOM 122.8

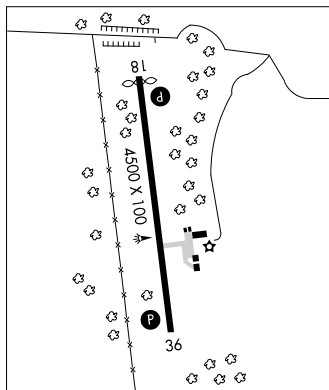
MADISON RCO 122.3 (LOUISVILLE RADIO)

Ⓡ LEXINGTON APP/DEP CON 120.15

RADIO AIDS TO NAVIGATION: NOTAM FILE LEX.

LEXINGTON (L) VORTAC 112.6 HYK Chan 73 N37°57.98'

W84°28.35' 162° 21.2 NM to fld. 1039/00E.



CINCINNATI

L-26F

IAP

ROUGH RIVER STATE PARK (See FALLS-OF-ROUGH)

RUSSELL CO (See JAMESTOWN)

RUSSELLVILLE-LOGAN CO (4M7) 4 SE UTC-6(-5DT) N36°48.00' W86°48.61'

689 B S2 FUEL 100LL, JET A NOTAM FILE LOU

RWY 06-24: H3999X75(ASPH) S-12.5 MIRL 0.9% up SW

RWY 06: REIL. VASI(V2L)—GA 3.0° TCH 25'. Trees.

RWY 24: REIL. VASI(V2L)—GA 3.0° TCH 25'. Trees.

AIRPORT REMARKS: Attended dalgt hours. VASIs opr dusk-dawn. Rwy 06

and 24 REIL OTS indef. ACTIVATE VASI Rws 06 and 24—CTAF.

Dusk-dawn ACTIVATE MIRL Rwy 06-24—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

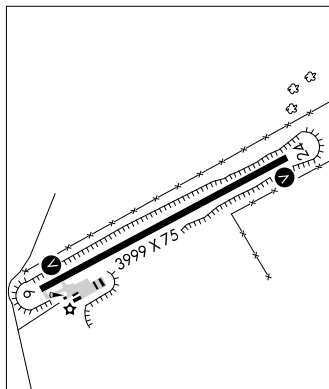
Ⓡ MEMPHIS CENTER APP/DEP CON 133.85

RADIO AIDS TO NAVIGATIONS: NOTAM FILE BWG.

BOWLING GREEN (H) VORTACW 117.9 BWG Chan

126 N36°55.73' W86°26.61' 245° 19.3 NM to fld.

565/02E.



ST LOUIS

L-161

IAP

SAMUELS FLD (See BARDSTOWN)

SCREAMING EAGLE N36°40.59' W87°29.51' NOTAM FILE LOU.

(L) TACAN Chan 96 HXW (114.9) at Campbell AAF. 572/1W.

TACAN unusable:

045°-065° bvd 21 NM

066°-044°

ST LOUIS

L-161

| | | | |
|--|------------------------|-----------------------------|--|
| WAAS CH 63114 W18A | APP CRS 180° | Rwy Idg TDZE Apt Elev | 4410 985 1002 |
|--|------------------------|-----------------------------|--|

RNAV (GPS) RWY 18

RICHMOND/MADISON (I39)

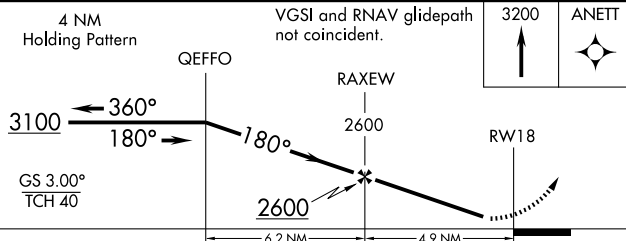
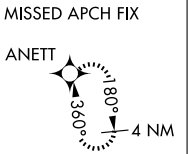
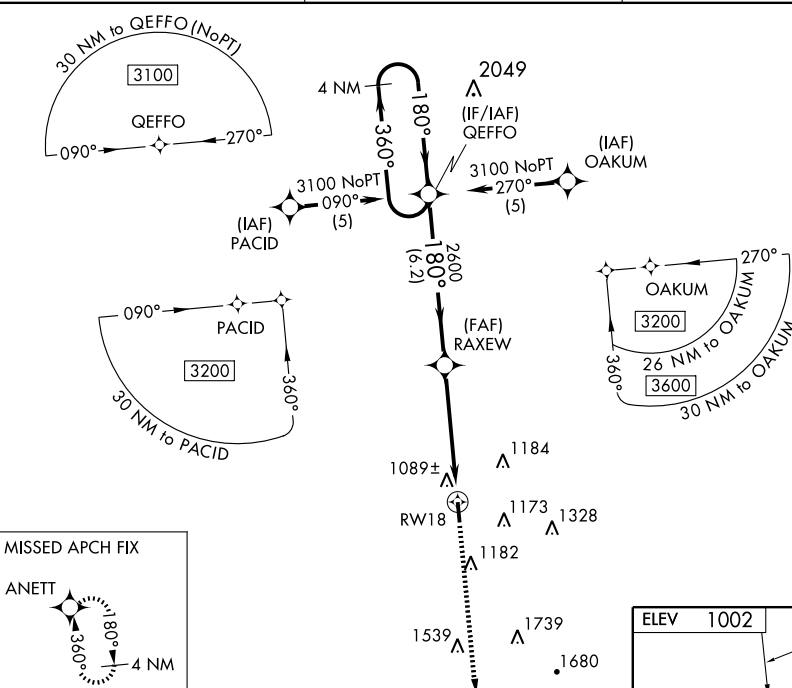
▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Lexington altimeter setting. When local altimeter setting not received use Lexington altimeter setting and increase all DA 67 feet and all MDA 80 feet; and increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat C and D visibility ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).

MISSED APPROACH:
Climb to 3200 direct ANETT and hold.

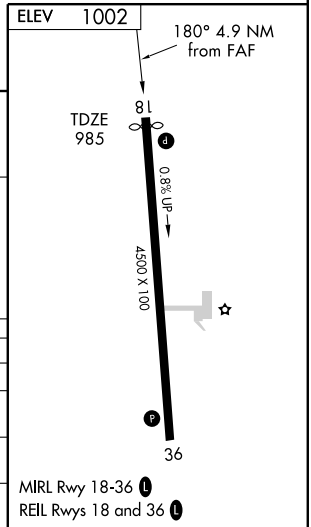
AWOS-3
119.625

LEXINGTON APP CON
120.15 259.3

UNICOM
122.8 (CTAF) ①



| CATEGORY | A | B | C | D |
|--------------|--------------------|----------------------|----------------------|---|
| LPV DA | 1235-1 | 250 (300-1) | | |
| LNAV/VNAV DA | 1378-1½ | 393 (400-1½) | | |
| LNAV MDA | 1460-1 475 (500-1) | 1460-1¼ 475 (500-1¼) | 1460-1½ 475 (500-1½) | |
| CIRCLING | 1480-1 478 (500-1) | 1480-1½ 478 (500-1½) | 1560-2 558 (600-2) | |



| | | |
|--|------------------------|---|
| WAAS CH 40218 W36A | APP CRS 360° | Rwy Idg 4500 TDZE 1002 Apt Elev 1002 |
|--|------------------------|---|

RNAV (GPS) RWY 36

RICHMOND/MADISON (I39)

NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Lexington altimeter setting and increase all DA 67 feet and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat C and D visibility $\frac{1}{4}$ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). Baro-VNAV NA when using Lexington altimeter setting.

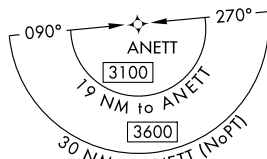
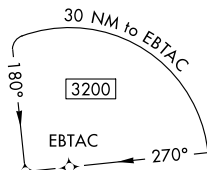
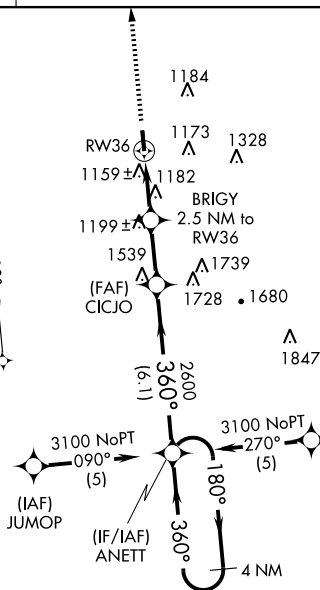
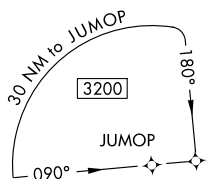
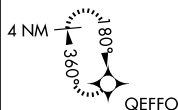
MISSED APPROACH: Climb to 3100 direct QEFFO and hold.

AWOS-3
119.625

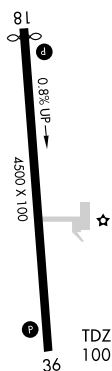
LEXINGTON APP CON
120.15 259.3

UNICOM
122.8 (CTAF) **L**

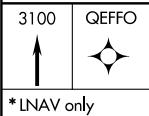
MISSED APCH FIX



| | |
|------|------|
| ELEV | 1002 |
|------|------|



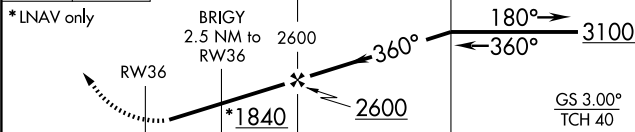
A 1848



VGSI and RNAV glidepath not coincident.

4 NM
Holding Pattern

* LNAV only


$$\frac{\text{GS } 3.00^\circ}{\text{TCH } 40}$$

| CATEGORY | | A | B | C | D |
|---------------|----|------------------------------------|-------------|--|--|
| LPV | DA | 1288-1 | | 286 (300-1) | |
| RNAV/ VNAV | DA | 1470-1 ³ / ₄ | | 468 (500-1 ³ / ₄) | |
| RNAV MDA | | 1460-1 | 458 (500-1) | 1460-1 ¹ / ₄ 458 (500-1 ¹ / ₄) | 1460-1 ¹ / ₂ 458 (500-1 ¹ / ₂) |
| CIRCLING | | 1480-1 | 478 (500-1) | 1480-1 ¹ / ₂ 478 (500-1 ¹ / ₂) | 1560-2 558 (600-2) |

RICHMOND, KENTUCKY
Orig 29JUL10

37°38'N-84°20'W

RICHMOND/MADISON (I39)

RNAV (GPS) RWY 36

SE-1, 23 SEP 2010 to 21 OCT 2010

SE-1. 23 SEP 2010 to 21 OCT 2010

RICHMOND

MADISON (I39) 8 SW UTC-5(-4DT) N37°37.85' W84°19.94'

1002 B FUEL 100LL, JET A1+ NOTAM FILE LOU

RWY 18-36: H4500X100 (ASPH) S-12.5 MIRL 0.7% up S

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 22'. Thld displcd 90'.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 24'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1300-2200Z, Sun

1700-2200Z. Fuel 24 hr self svc, JET A+, 100LL. Rwy 18-36 cracking with water/sediment weeping on both sides of rwy sfc.

ACTIVATE MIRL, PAPI and REIL Rwy 18-36—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.625 (859) 985-5969.

COMMUNICATIONS: CTAF/UNICOM 122.8

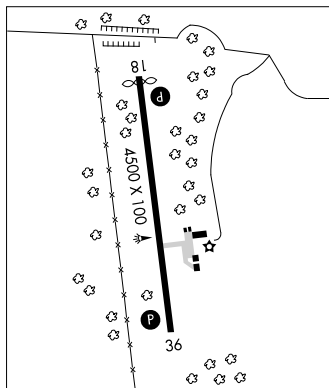
MADISON RCO 122.3 (LOUISVILLE RADIO)

Ⓡ LEXINGTON APP/DEP CON 120.15

RADIO AIDS TO NAVIGATION: NOTAM FILE LEX.

LEXINGTON (L) VORTAC 112.6 HYK Chan 73 N37°57.98'

W84°28.35' 162° 21.2 NM to fld. 1039/00E.



CINCINNATI

L-26F

IAP

ROUGH RIVER STATE PARK (See FALLS-OF-ROUGH)

RUSSELL CO (See JAMESTOWN)

RUSSELLVILLE-LOGAN CO (4M7) 4 SE UTC-6(-5DT) N36°48.00' W86°48.61'

689 B S2 FUEL 100LL, JET A NOTAM FILE LOU

RWY 06-24: H3999X75(ASPH) S-12.5 MIRL 0.9% up SW

RWY 06: REIL. VASI(V2L)—GA 3.0° TCH 25'. Trees.

RWY 24: REIL. VASI(V2L)—GA 3.0° TCH 25'. Trees.

AIRPORT REMARKS: Attended dalgt hours. VASIs opr dusk-dawn. Rwy 06

and 24 REIL OTS indef. ACTIVATE VASI Rwys 06 and 24—CTAF.

Dusk-dawn ACTIVATE MIRL Rwy 06-24—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

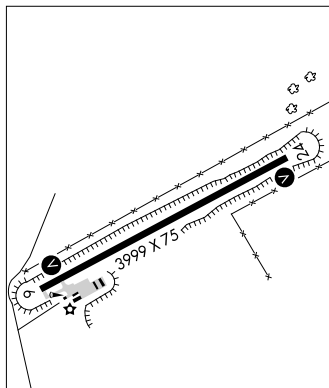
Ⓡ MEMPHIS CENTER APP/DEP CON 133.85

RADIO AIDS TO NAVIGATIONS: NOTAM FILE BWG.

BOWLING GREEN (H) VORTACW 117.9 BWG Chan

126 N36°55.73' W86°26.61' 245° 19.3 NM to fld.

565/02E.



ST LOUIS

L-161

IAP

SAMUELS FLD (See BARDSTOWN)

SCREAMING EAGLE N36°40.59' W87°29.51' NOTAM FILE LOU.

(L) TACAN Chan 96 HXW (114.9) at Campbell AAF. 572/1W.

TACAN unusable:

045°-065° bvd 21 NM

066°-044°

ST LOUIS

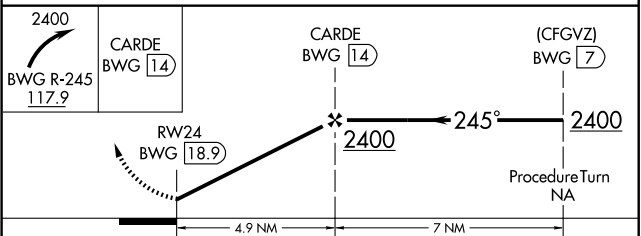
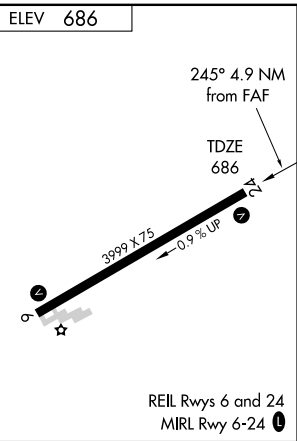
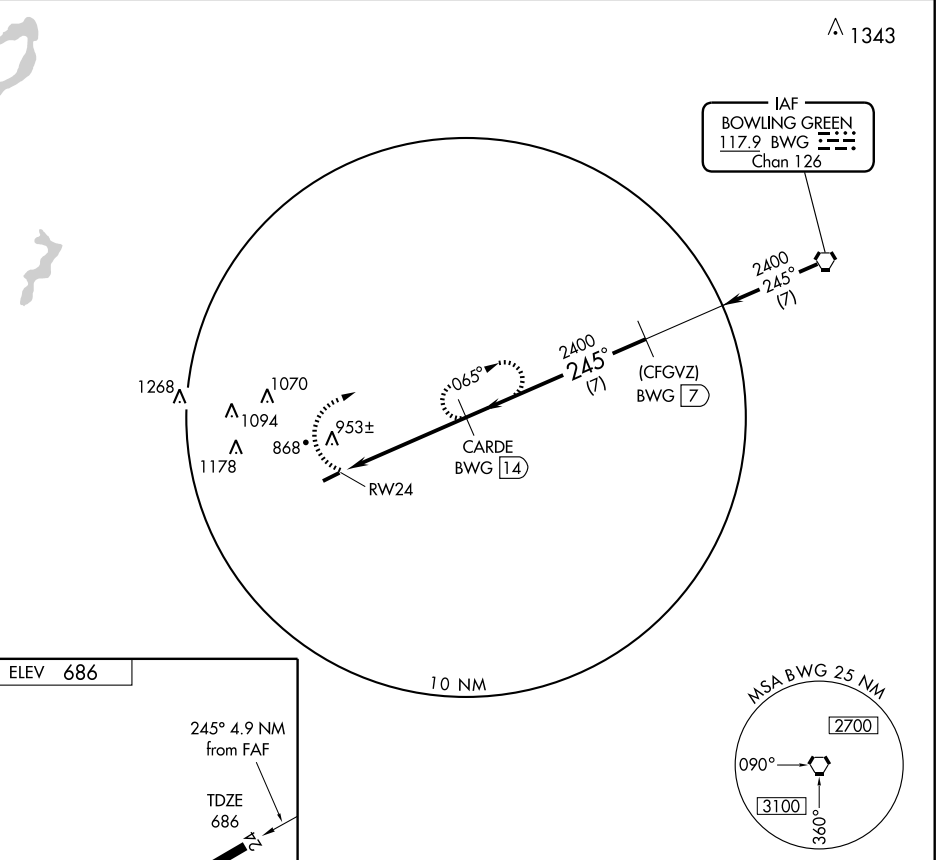
L-161

| | | |
|---|------------------------|--|
| VORTAC BWG 117.9 Chan 126 | APP CRS 245° | Rwy Idg TDZE Apt Elev 3999 686 686 |
|---|------------------------|--|

VOR/DME or GPS RWY 24

RUSSELLVILLE-LOGAN COUNTY (4M7)

| | |
|---|--|
| <p>▼ ▲ NA</p> <p>Use Bowling Green altimeter setting.</p> | <p>MISSED APPROACH: Climbing right turn to 2400 via BWG R-245 CARDE/14 DME and hold.</p> |
| <p>MEMPHIS CENTER 133.85 317.6</p> | <p>UNICOM 122.7 (CTAF) 1</p> |



| Knots | 60 | 90 | 120 | 150 | 180 | Min:Sec |
|----------|----|----|-----|-----|-----|---------|
| S-24 | | | | | | |
| CIRCLING | | | | | | |

SOMERSET

LAKE CUMBERLAND RGNL (SME) 3 S UTC-5(-4DT) N37°03.22' W84°36.94'

CINCINNATI

927 B FUEL 100LL, JET A Class II, ARFF Index A NOTAM FILE SME

H-9A, L-26F

RWY 05-23: H5800X100 (ASPH) S-40, D-70, 2D-125 MIRL

IAP

RWY 05: REIL. PAPI(P4R)—GA 3.0° TCH 44'. Thld dsplcd 513'.
Ground.RWY 23: REIL. PAPI(P4L)—GA 4.0° TCH 41'. Thld dsplcd 300'.
Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA-5800 TODA-5800 ASDA-5800 LDA-5287

RWY 23: TORA-5800 TODA-5800 ASDA-5800 LDA-5500

AIRPORT REMARKS: Attended 1200Z±-dusk. Index A ARFF equip avbl only during scheduled air carrier ops. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except 24 hr PPR call arpt manager 606-678-4554.

WEATHER DATA SOURCES: AWOS-3 120.050 (606) 679-5710.

COMMUNICATIONS: CTAF/UNICOM 122.8

SOMERSET RCO 122.55 (LOUISVILLE RADIO)

R INDIANAPOLIS CENTER APP/DEP CON 124.625

RADIO AIDS TO NAVIGATION: NOTAM FILE LOZ.

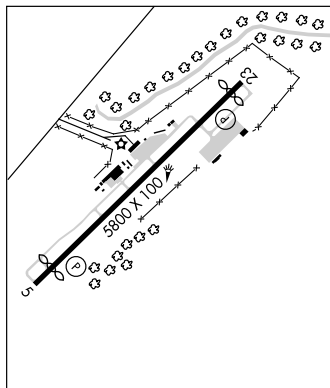
LONDON (L) VORTAC 116.1 LOZ Chan 108 N37°01.99'

W84°06.60' 276° 24.3 NM to fld. 1245/03W. HIWAS.

CUMBERLAND RIVER NDB (MHW) 388 CDX N36°59.77'

W84°40.88' 048° 4.7 NM to fld. NOTAM FILE LOU. NDB unmonitored.

ILS/DME 109.3 I-SME Chan 30 Rwy 05. GS unusable byd 3° left of centerline and byd 8° right of centerline. Autopilot coupled opch blo 1,620 ft not authorized.



SPRINGFIELD N37°38.08' W85°14.19' NOTAM FILE LOU.

ST LOUIS

NDB (MHW) 429 IKY at Lebanon-Springfield.

L-26F

SPRINGFIELD

LEBANON-SPRINGFIELD (612) 3 S UTC-5(-4DT) N37°38.01' W85°14.51'

ST LOUIS

866 B FUEL 100LL, JET A NOTAM FILE LOU

H-5E, 10F, L-26F

RWY 11-29: H5000X75 (ASPH) S-10 MIRL 0.8% up E

IAP

RWY 11: REIL. PAPI(P4L)—GA 3.0° TCH 35'. Thld dsplcd 125'.
Trees.RWY 29: REIL. PAPI(P4L)—GA 3.3° TCH 27'. Thld dsplcd 200'.
Trees.

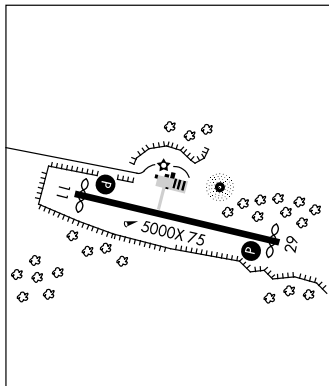
AIRPORT REMARKS: Attended Mon-Sat 1400-2200Z±, Sun 1800-2200Z±. Ultralight activity invof arpt. ACTIVATE MIRL Rwy 11-29, REIL Rwy 11 and Rwy 29 and PAPI Rwy 11 and Rwy 29—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.725 (866) 754-5623.

COMMUNICATIONS: CTAF/UNICOM 122.8

R INDIANAPOLIS CENTER APP/DEP CON 124.625

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

NEW HOPE (L) VOR/DME 110.8 EWO Chan 45 N37°37.91'
W85°40.55' 089° 20.7 NM to fld. 960/01E.SPRINGFIELD NDB (MHW) 429 IKY N37°38.08' W85°14.19'
at fld.

| | | | |
|---|------------------------|---|---------------------------|
| LOC/DME I-SME 109.3 Chan 30 | APP CRS 048° | Rwy Idg TDZE Apt Elev 927 | 5287 927 |
|---|------------------------|---|---------------------------|

ILS or LOC/DME RWY 5

SOMERSET / LAKE CUMBERLAND RGNL (SME)

ADF Required. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Monticello
altimeter setting and increase DA 44 feet and all MDA 60 feet;
increase Circling Cat. C visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 2000 then
climbing right turn to 3000 direct CDX NDB
and hold, continue climb-in-hold to 3000.

AWOS-3
120.050

INDIANAPOLIS CENTER
124.625 371.925

UNICOM
122.8 (CTAF)

ALT MISSED APCH FIX

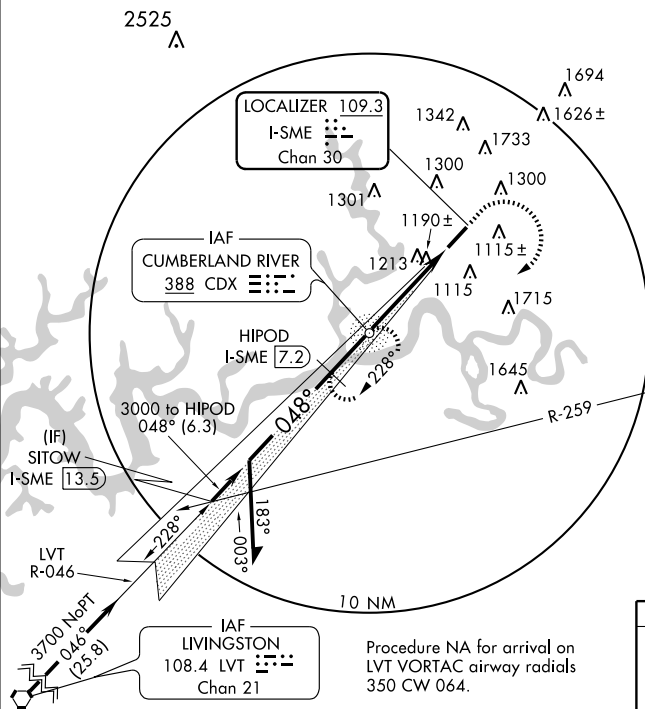
089°
269°-R-089
LONDON
116.1 LOZ
Chan 108

LONDON
116.1 LOZ
Chan 108

3700 to NDB
269°
(27.5)
116.1 LOZ
Chan 108

MSA CDX 25 NM

3600

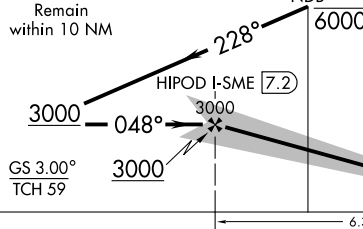


Procedure NA for arrival on
LVT VORTAC airway radials
350 CW 064.

ELEV 927

D

Remain
within 10 NM

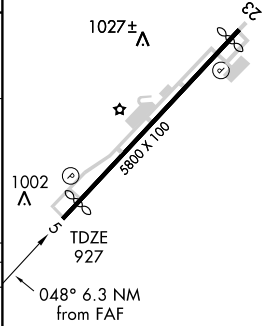


2000 3000 CDX
VGSI and ILS Glidepath
not coincident.

I-SME
0.9

GS 3.00°
TCH 59

| CATEGORY | A | B | C | D |
|----------|--------------------|----------------------|----------------------|----------------------|
| S-ILS 5 | 1482-2 555 (600-2) | | | |
| S-LOC 5 | 1460-1 533 (600-1) | 1460-1½ 533 (600-1½) | 1460-1¾ 533 (600-1¾) | |
| CIRCLING | 1620-1 693 (700-1) | 1720-1¼ 793 (800-1¼) | 1720-2¼ 793 (800-2¼) | 1740-2¾ 813 (900-2¾) |



048° 6.3 NM
from FAF

MIRL Rwy 5-23
REIL Rws 5 and 23

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 5500 |
| 243° | TDZE | 927 |
| | Apt Elev | 927 |

RNAV (GPS) RWY 23

SOMERSET / LAKE CUMBERLAND RGNL (SME)

▼ DME/DME RNP-0.3 NA. If local altimeter setting not received, use London altimeter setting and increase all MDAs 180 feet. Visibility reduction by helicopters NA.

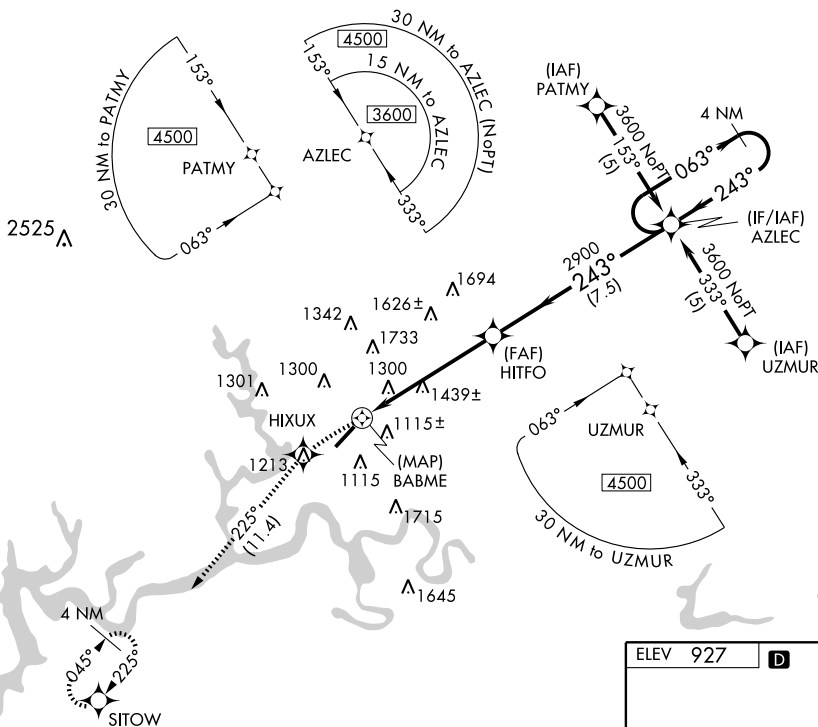
▲

MISSED APPROACH: Climb to 3600 direct HIXUX and via 225° track to SITOW and hold.

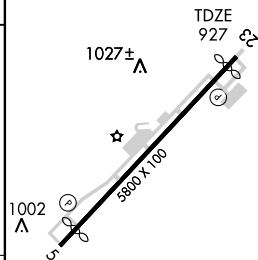
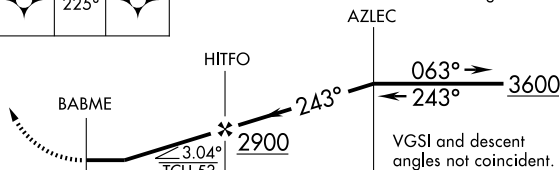
AWOS-3
120.050

INDIANAPOLIS CENTER
124.625 371.925

UNICOM
122.8 (CTAF)



ELEV 927

D

| CATEGORY | A | B | C | D |
|----------|-----------------------|-------------------------|-------------------------|-------------------------|
| LNAV MDA | 1700-1 773 (800-1) | 1700-1¼ 773 (800-1¼) | 1700-2¼ 773 (800-2¼) | 1700-2½ 773 (800-2½) |
| CIRCLING | 1700-1 773 (800-1) | 1720-1¼ 793 (800-1¼) | 1720-2¼ 793 (800-2¼) | 1720-2½ 793 (800-2½) |

MIRL Rwy 5-23
REIL Rwy 5 and 23

SOMERSET, KENTUCKY
Amdt 1 10266

SOMERSET / LAKE CUMBERLAND RGNL (SME)

37°03'N - 84°37'W

RNAV (GPS) RWY 23

APP CRS **048°**
Rwy Idg **5287**
TDZE **927**
Apt Elev **927**

RNAV (GPS) Y RWY 5

SOMERSET / LAKE CUMBERLAND RGNL (SME)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Monticello altimeter setting and increase all MDA 60 feet; increase LNAV Cat. C/D, and Circling Cat. C visibilities ¼ mile.

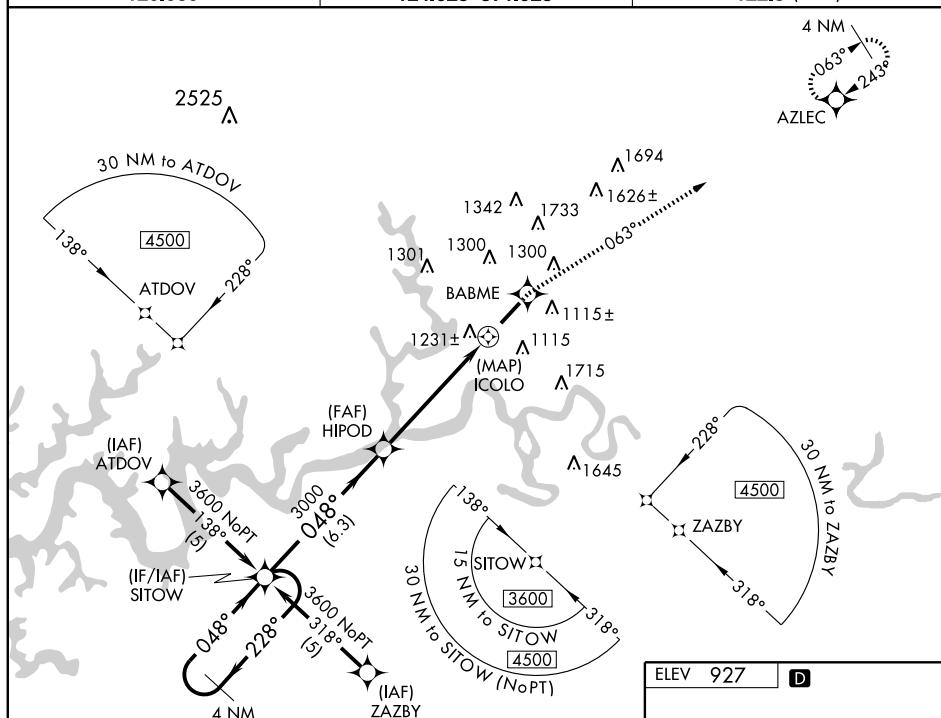
MISSED APPROACH: Climb to 3600 direct BABME and via 063° track to AZLEC and hold.

AWOS-3
120.050

INDIANAPOLIS CENTER
124.625 371.925

UNICOM
122.8 (CTAF)

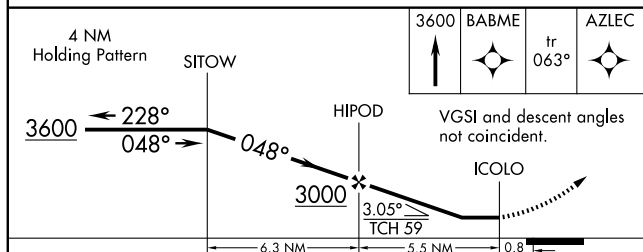
SE-1, 23 SEP 2010 to 21 OCT 2010



SE-1, 23 SEP 2010 to 21 OCT 2010

ELEV 927

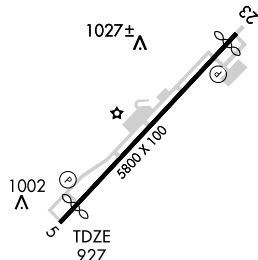
D



3600 BABME tr 063° AZLEC

VGSI and descent angles not coincident.

| CATEGORY | A | B | C | D |
|----------|-----------------------|-------------------------|-------------------------|-------------------------|
| LNAV MDA | 1500-1 | 573 (600-1) | 1500-1½ 573 (600-1½) | 1500-1¾ 573 (600-1¾) |
| CIRCLING | 1620-1 693 (700-1) | 1720-1¼ 793 (800-1¼) | 1720-2¼ 793 (800-2¼) | 1740-2¾ 813 (900-2¾) |



SOMERSET, KENTUCKY

Amdt 3 10266

SOMERSET / LAKE CUMBERLAND RGNL (SME)

37°03'N - 84°37'W

RNAV (GPS) Y RWY 5

MIRL Rwy 5-23
REIL Rwy 5 and 23

| | | | |
|--|------------------------|---|---|
| WAAS CH 97510 W05A | APP CRS 048° | Rwy Idg TDZE 927 Apt Elev 927 | 5287 927 927 |
|--|------------------------|---|---|

RNAV (GPS) Z RWY 5

SOMERSET / LAKE CUMBERLAND RGNL (SME)

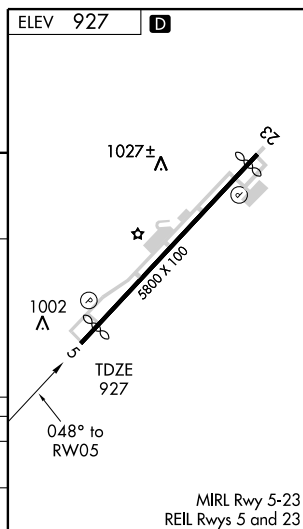
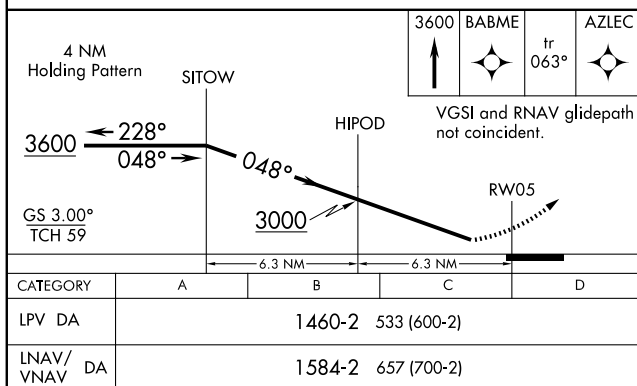
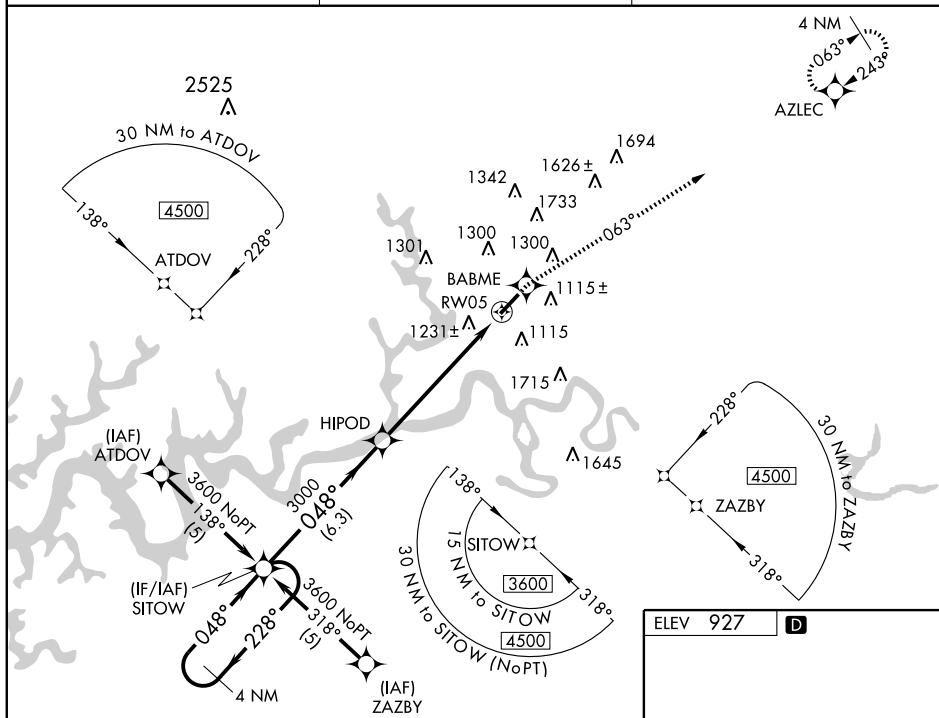
⚠ Baro-VNAV NA when using Monticello altimeter setting.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 When local altimeter not received, use Monticello altimeter setting and increase all DA 44 and LNAV/VNAV all Cats visibility 1/4 mile.

MISSED APPROACH: Climb to 3600 direct BABME and on track 063° to AZLEC and hold.

AWOS-3
120.050

INDIANAPOLIS CENTER
124.625 371.925

UNICOM
122.8 (CTAF)



SOMERSET, KENTUCKY

Amdt 1A 29JUL10

SOMERSET / LAKE CUMBERLAND RGNL (SME)

37°03'N-84°37'W

RNAV (GPS) Z RWY 5

SE-1, 23 SEP 2010 to 21 OCT 2010

SE-1, 23 SEP 2010 to 21 OCT 2010

SOMERSET

LAKE CUMBERLAND RGNL (SME) 3 S UTC-5(-4DT) N37°03.22' W84°36.94'

CINCINNATI

927 B FUEL 100LL, JET A Class II, ARFF Index A NOTAM FILE SME

H-9A, L-26F

RWY 05-23: H5800X100 (ASPH) S-40, D-70, 2D-125 MIRL

IAP

RWY 05: REIL. PAPI(P4R)—GA 3.0° TCH 44'. Thld dsplcd 513'.
Ground.RWY 23: REIL. PAPI(P4L)—GA 4.0° TCH 41'. Thld dsplcd 300'.
Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA-5800 TODA-5800 ASDA-5800 LDA-5287

RWY 23: TORA-5800 TODA-5800 ASDA-5800 LDA-5500

AIRPORT REMARKS: Attended 1200Z±-dusk. Index A ARFF equip avbl only during scheduled air carrier ops. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except 24 hr PPR call arpt manager 606-678-4554.

WEATHER DATA SOURCES: AWOS-3 120.050 (606) 679-5710.

COMMUNICATIONS: CTAF/UNICOM 122.8

SOMERSET RCO 122.55 (LOUISVILLE RADIO)

R INDIANAPOLIS CENTER APP/DEP CON 124.625

RADIO AIDS TO NAVIGATION: NOTAM FILE LOZ.

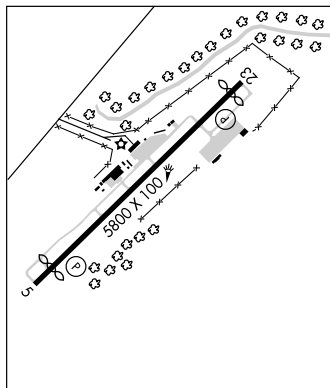
LONDON (L) VORTAC 116.1 LOZ Chan 108 N37°01.99'

W84°06.60' 276° 24.3 NM to fld. 1245/03W. HIWAS.

CUMBERLAND RIVER NDB (MHW) 388 CDX N36°59.77'

W84°40.88' 048° 4.7 NM to fld. NOTAM FILE LOU. NDB unmonitored.

ILS/DME 109.3 I-SME Chan 30 Rwy 05. GS unusable byd 3° left of centerline and byd 8° right of centerline. Autopilot coupled opch blo 1,620 ft not authorized.



SPRINGFIELD N37°38.08' W85°14.19' NOTAM FILE LOU.

ST LOUIS

NDB (MHW) 429 IKY at Lebanon-Springfield.

L-26F

SPRINGFIELD

LEBANON-SPRINGFIELD (612) 3 S UTC-5(-4DT) N37°38.01' W85°14.51'

ST LOUIS

866 B FUEL 100LL, JET A NOTAM FILE LOU

H-5E, 10F, L-26F

RWY 11-29: H5000X75 (ASPH) S-10 MIRL 0.8% up E

IAP

RWY 11: REIL. PAPI(P4L)—GA 3.0° TCH 35'. Thld dsplcd 125'.
Trees.RWY 29: REIL. PAPI(P4L)—GA 3.3° TCH 27'. Thld dsplcd 200'.
Trees.

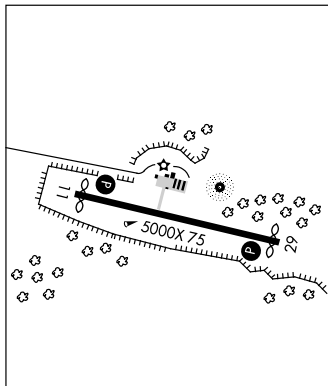
AIRPORT REMARKS: Attended Mon-Sat 1400-2200Z±, Sun 1800-2200Z±. Ultralight activity invof arpt. ACTIVATE MIRL Rwy 11-29, REIL Rwy 11 and Rwy 29 and PAPI Rwy 11 and Rwy 29—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.725 (866) 754-5623.

COMMUNICATIONS: CTAF/UNICOM 122.8

R INDIANAPOLIS CENTER APP/DEP CON 124.625

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

NEW HOPE (L) VOR/DME 110.8 EWO Chan 45 N37°37.91'
W85°40.55' 089° 20.7 NM to fld. 960/01E.SPRINGFIELD NDB (MHW) 429 IKY N37°38.08' W85°14.19'
at fld.

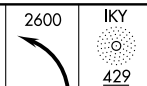
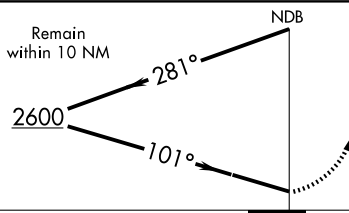
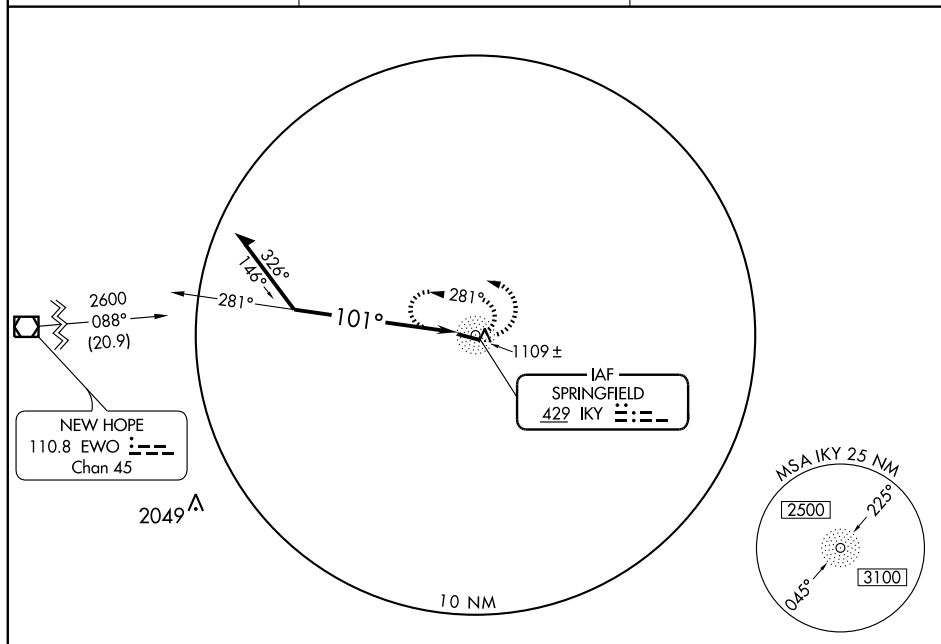
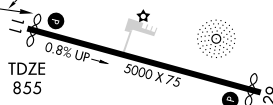
| | | | |
|-----------------------|------------------------|-----------------------------|---|
| NDB IKY 429 | APP CRS 101° | Rwy Idg TDZE Apt Elev | 4875 855 865 |
|-----------------------|------------------------|-----------------------------|---|

NDB RWY 11

SPRINGFIELD/LEBANON-SPRINGFIELD (6I2)

▽ Obtain local altimeter on CTAF, when not received
▲ NA use Louisville Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2600 in IKY NDB holding pattern.

AWOS-3
119.725INDIANAPOLIS CENTER
124.625 371.925UNICOM
122.8 (CTAF) 0ELEV **865**101° to
IKY NDBTDZE
855

| CATEGORY | A | B | C | D |
|----------|-----------------------|-------------------------|-------------------------|-------------------------|
| S-11 | 1600-1 745 (800-1) | 1600-1¼ 745 (800-1¼) | 1600-2¼ 745 (800-2¼) | 1600-2½ 745 (800-2½) |
| CIRCLING | 1600-1 735 (800-1) | 1600-1¼ 735 (800-1¼) | 1600-2¼ 735 (800-2¼) | 1600-2½ 735 (800-2½) |

LOUISVILLE INTL ALTIMETER SETTING MINIMUMS

| | | | |
|----------|-----------------------|--------------------------|------------------------|
| S-11 | 1780-1¼ 925 (1000-1¼) | 1780-2¾ 925 (1000-2¾) | 1780-3 925 (1000-3) |
| CIRCLING | 1780-1¼ 915 (1000-1¼) | 1780-2¾ 915 (1000-2¾) | 1780-3 915 (1000-3) |

MIRL Rwy 11-29 **0**
 REIL Rwy 11 and 29 **0**

| | | | |
|---|------------------------|-----------------------------|---|
| VOR/DME EWO 110.8 Chan 45 | APP CRS 088° | Rwy Idg TDZE Apt Elev | 4875 855 865 |
|---|------------------------|-----------------------------|---|

VOR/DME or GPS RWY 11

SPRINGFIELD/LEBANON-SPRINGFIELD (612)

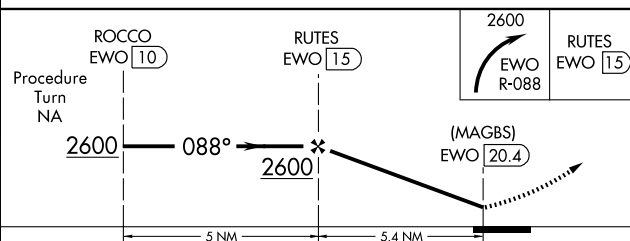
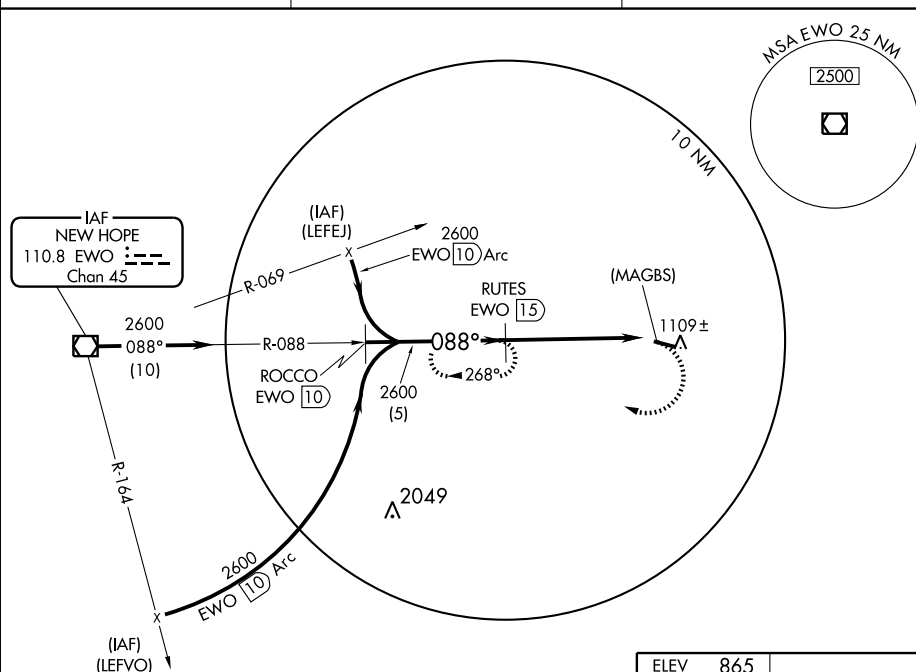
Obtain local altimeter on CTAF, when not received
use Louisville Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2600 via EWO
R-088 to RUTES 15 DME and hold.

AWOS-3
119.725

INDIANAPOLIS CENTER
124.625 371.925

UNICOM
122.8 (CTAF) 0



| CATEGORY | A | B | C | D |
|--|-----------------------|-------------------------|-------------------------|-------------------------|
| S-11 | 1260-1 405 (400-1) | 1260-1¼ 405 (400-1¼) | 1260-1½ 405 (400-1½) | 1260-1¾ 405 (400-1¾) |
| CIRCLING | 1420-1 555 (600-1) | 1420-1¼ 555 (600-1¼) | 1420-1½ 555 (600-1½) | 1420-2 555 (600-2) |
| LOUISVILLE INTL ALTIMETER SETTING MINIMUMS | | | | |
| S-11 | 1440-1 585 (600-1) | 1440-1¼ 585 (600-1¼) | 1440-1½ 585 (600-1½) | 1440-1¾ 585 (600-1¾) |
| CIRCLING | 1600-1 735 (800-1) | 1600-1¼ 735 (800-1¼) | 1600-2 735 (800-2) | 1600-2¼ 735 (800-2¼) |

ELEV **865**TDZE
855

0.8% Up

5000 x 75

088° 5.4 NM
from FAF

MIRL Rwy 11-29 0

REIL Rws 11 and 29 0

STANTON (I50) 1 E UTC-5(-4DT) N37°51.00' W83°50.75'

651 FUEL 100LL NOTAM FILE LOU

RWY 06-24: H3000X70 (ASPH) S-8 MIRL

RWY 06: REIL. Thld dspcd 220'. Trees.

RWY 24: REIL. Road.

AIRPORT REMARKS: Attended continuously. Glider and ultralight activity on weekends. ACTIVATE MIRL Rwy 06-24 and REIL Rwy 06 and Rwy 24—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

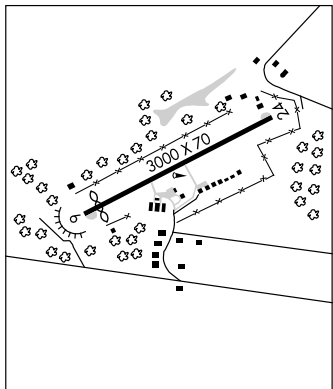
RADIO AIDS TO NAVIGATION: NOTAM FILE LEX.

LEXINGTON (L) VORTAC 112.6 HYK Chan 73 N37°57.98'

W84°28.35' 103° 30.6 NM to fld. 1039/00E.

CINCINNATI

L-26G



STUART POWELL FLD (See DANVILLE)

STURGIS MUNI (TWT) 2 E UTC-6(-5DT) N37°32.51' W87°57.26'

372 B FUEL 100LL, JET A1+ NOTAM FILE LOU

RWY 18-36: H5000X150 (ASPH) S-30, D-50 MIRL

RWY 18: REIL. PAPI(P2L)—GA 3.5° TCH 30'.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 44'. Trees.

AIRPORT REMARKS: Attended 1300-2300Z†. For fuel after 2200Z† call 270-836-6036. ACTIVATE MIRL Rwy 18-36, PAPI Rwy 18 and Rwy 36 and REIL Rwy 18 and Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.775 (270) 333-2967.

COMMUNICATIONS: CTAF/UNICOM 122.8

EVANSVILLE APP/DEP CON 126.4 (1200-0500Z†)

MEMPHIS CENTER APP/DEP CON 133.65 (0500-1200Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.

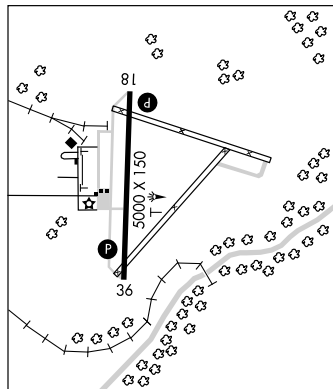
POCKET CITY (H) VORTACW 113.3 PXV Chan 80 N37°55.70'

W87°45.74' 199° 24.9 NM to fld. 384/03E. HIWAS.

ST LOUIS

H-5E, L-161

IAP



TAYLOR CO (See CAMPBELLSVILLE)

APP CRS
183°

Rwy Idg **5000**
TDZE **372**
Apt Elev **372**

RNAV (GPS) RWY 18

STURGIS MUNI (TWT)

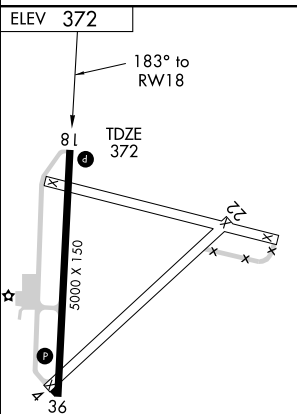
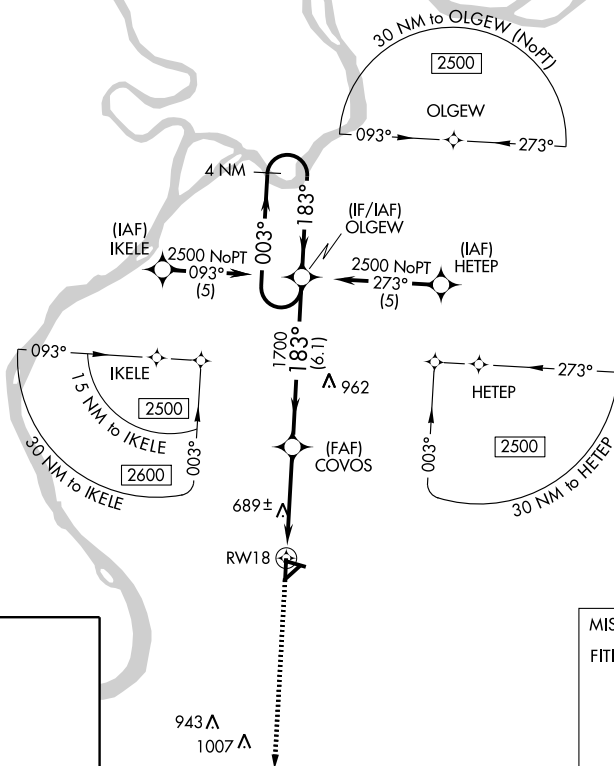
▼ DME/DME RNP-0.3 NA. VDP NA when using Henderson altimeter setting.
▲ NA When local altimeter setting not received, use Henderson altimeter setting and increase all MDA 60 feet and increase LNAV and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2500
direct FITIP and hold.

AWOS-3
118.775

EVANSVILLE APP CON ★
126.4 226.4

UNICOM
122.8(CTAF) 0



REIL Rwy 18 and 36 **0**
MIRL Rwy 18-36 **0**

| | | | | | | | |
|----------------|-------------|----------------|-------------|---|--------------|----------------------|--------------|
| 2500 | | FITIP | | VGSI and descent angles not coincident. | | 4 NM Holding Pattern | |
| 1.5 NM to RW18 | | 2.5 NM to RW18 | | 6.1 NM to RW18 | | 1.5 NM to RW18 | |
| RW18 | | COVOS | | OLGEW | | 003° → 2500 | |
| 183° | | 183° | | 183° | | 183° | |
| 1700 | | 1700 | | 1700 | | 1700 | |
| 3.03° | | 3.03° | | 3.03° | | 3.03° | |
| TCH 40 | | TCH 40 | | TCH 40 | | TCH 40 | |
| CATEGORY | A | | B | | C | | D |
| LNAV MDA | 940-1 | | 568 (600-1) | | 940-1½ | | 940-1¾ |
| | | | | | 568 (600-1½) | | 568 (600-1¾) |
| CIRCLING | 940-1 | | 960-1 | | 1000-1¾ | | 1000-2 |
| | 568 (600-1) | | 588 (600-1) | | 628 (700-1¾) | | 628 (700-2) |

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 49217 W36A | APP CRS 003° | Rwy Idg TDZE Apt Elev | 5000 372 372 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 36

STURGIS MUNI (TWT)

NA Baro-VNAV NA when using Henderson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Henderson altimeter setting and increase all DA 50 feet and all MDA 60 feet; increase LPV all Cats, LNAV/VNAV all Cats and Circling Cats C and D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 2500 direct OLGW and hold.

AWOS-3
118.775

EVANSVILLE APP CON ★
126.4 226.4

UNICOM
122.8(CTAF) 0

△ 1180

30 NM to CIVOM

15 NM to CIVOM

2600

2500

CIVOM

093°

183°

003°

2500 NoPT

(IAF) CIVOM

093°

273°

2500

15 NM to FITIP

2700

30 NM to FITIP (NoPT)

093°

273°

003°

2500

15 NM to FITIP

2700

30 NM to FITIP (NoPT)

093°

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15 NM to FITIP

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30 NM to FITIP (NoPT)

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003°

2500

15 NM to FITIP

TOMPKINSVILLE—MONROE CO (TZV) 2 NE UTC-6(-5DT) N36°43.74' W85°39.14'

ST LOUIS

1036 S2 B FUEL 100LL NOTAM FILE LOU

L-25A

RWY 04-22: H4000X75(ASPH) S-12 MIRL

IAP

RWY 04: REIL. VASI(V2L)—GA 3.0°TCH 35'. Trees.

RWY 22: REIL. VASI(V2L)—GA 3.0°TCH 42'. Tree.

AIRPORT REMARKS: Unattended. Rwy 04 and 22 REIL OTS indef.

ACTIVATE MIRL Rwy 04-22; REIL and VASI Rwy 04 and

Rwy 22—CTAF.

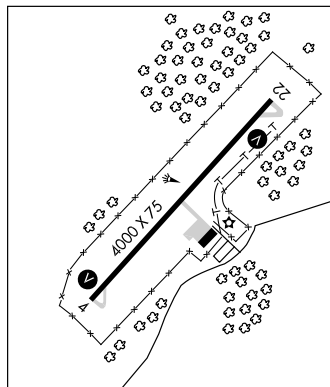
COMMUNICATIONS: CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 132.1

RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

LIVINGSTON (L) VORTAC 108.4 LVT Chan 21 N36°35.07'

W85°10.00' 292° 25 NM to fld. 1020/02W.



TRADEWATER (See DAWSON SPRINGS)

TUCKER—GUTHRIE MEML (See HARLAN)

WAYNE CO (See MONTICELLO)

WENDELL H FORD (See HAZARD)

WEST LIBERTY (9I3) 1 S UTC-5(-4DT) N37°54.87' W83°15.13'

CINCINNATI

934 NOTAM FILE LOU

RWY 07-25: H2400X60 (ASPH) S-9

RWY 07: Trees.

RWY 25: Trees.

AIRPORT REMARKS: Unattended. Call 606-434-4065 for arpt conditions. CAUTION—tkf/ldg—turbulence from surrounding wooded hills.

COMMUNICATIONS: CTAF 122.9

WILLIAMSBURG—WHITLEY CO (W38) 4 NNW UTC-5(-4DT) N36°47.70' W84°11.97'

CINCINNATI

1178 B FUEL 100LL, JET A+ NOTAM FILE LOU

H-9A, L-25B

RWY 02-20: H5500X100(ASPH) S-30, D-45 MIRL 0.4% up N

IAP

RWY 02: REIL. PAPI(P4L)—GA 3.17° TCH 35'. Trees.

RWY 20: REIL. PAPI(P4L)—GA 3.17° TCH 30'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2200Z. ACTIVATE MIRL Rwy 02-20, REIL Rwy 02 and Rwy 20—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.575 (606) 549-1585.

COMMUNICATIONS: CTAF/UNICOM 122.7

® INDIANAPOLIS CENTER APP/DEP 124.625

RADIO AIDS TO NAVIGATION: NOTAM FILE LOZ.

LONDON (L) VORTAC 116.1 LOZ Chan 108 N37°01.99' W84°06.60' 200° 14.9 NM to fld. 1245/03W.

HIWAS.

YORK N38°38.65' W82°58.70' NOTAM FILE LOU.

CINCINNATI

(L) VORTAC 112.8 YRK Chan 75 118° 12.7 NM to Ashland Rgnl. 1040/05W.

L-26G

RCO 122.1R 112.8T (LOUISVILLE RADIO)

APP CRS **029°**
 Rwy Idg **4000**
 TDZE **1033**
 Apt Elev **1036**

RNAV (GPS) RWY 4

TOMPKINSVILLE-MONROE COUNTY (TZV)

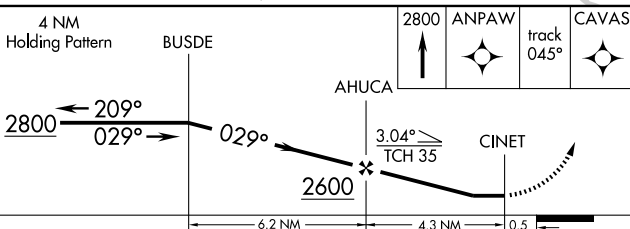
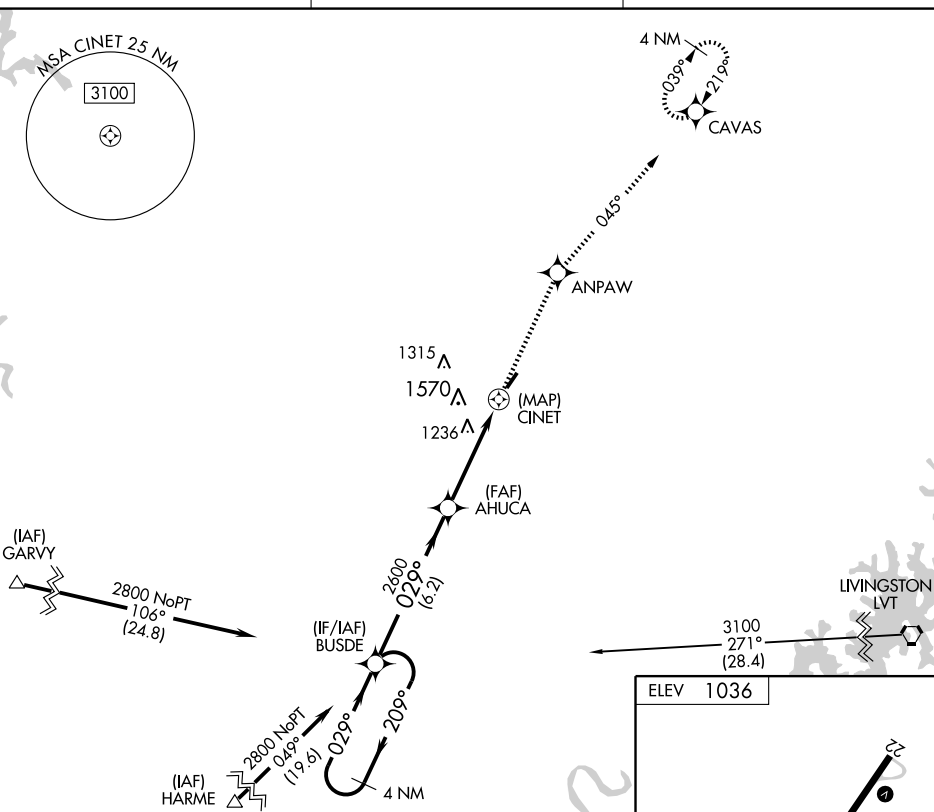
NA DME/DME RNP-0.3 NA.
 Visibility reduction by helicopters NA.
 Use Livingston, TN altimeter setting. When not received, use Glasgow altimeter setting.

MISSED APPROACH: Climb to 2800 direct ANPAW and via track 045° to CAVAS and hold.

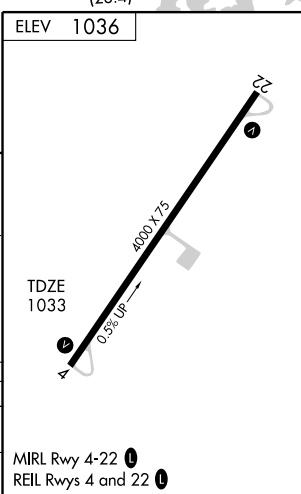
LIVINGSTON AWOS-3
126.175

MEMPHIS CENTER
132.1 263.1

UNICOM
122.8 (CTAF) 0



| CATEGORY | A | B | C | D |
|----------|--------|-------------|--|----|
| RNAV MDA | 1660-1 | 627 (700-1) | 1660-1 $\frac{3}{4}$ 627 (700-1 $\frac{3}{4}$) | NA |
| CIRCLING | 1680-1 | 644 (700-1) | 1680-1 $\frac{3}{4}$ 644 (700-1 $\frac{3}{4}$) | NA |



| | | |
|--|------------------------|---|
| WAAS CH 56314 W22A | APP CRS 218° | Rwy Idg TDZE 1036 Apt Elev 1036 |
|--|------------------------|---|

RNAV (GPS) RWY 22

TOMPKINSVILLE-MONROE COUNTY (TZV)

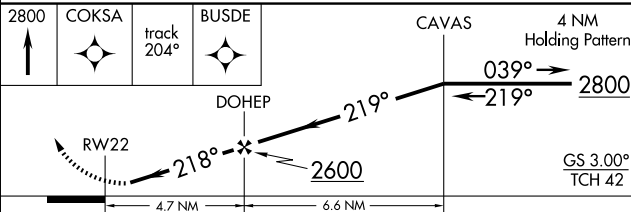
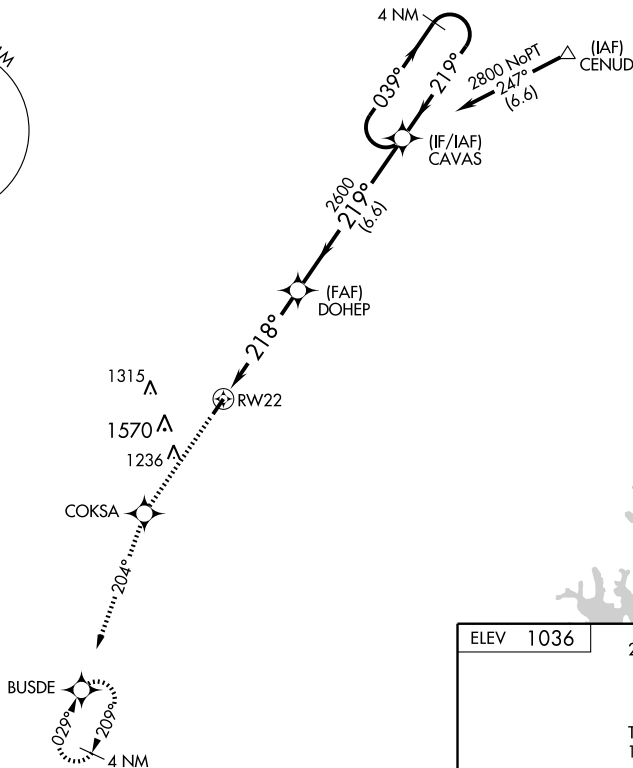
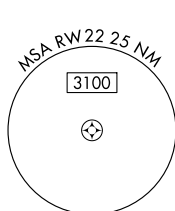
▽ DME/DME RNP-0.3 NA.
△ NA Visibility reduction by helicopters NA.
 Use Livingston, TN altimeter setting. When not received, use Glasgow altimeter setting.

MISSED APPROACH: Climb to 2800 direct COKSA and via track 204° to BUSDE and hold.

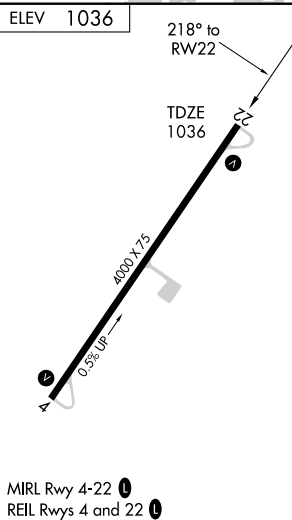
LIVINGSTON AWOS-3
126.175

MEMPHIS CENTER
132.1 263.1

UNICOM
122.8 (CTAF)



| CATEGORY | A | B | C | D |
|----------|--------------------|----------------------------|---|----|
| LPV DA | 1391-1 1/4 | 355 (400-1 1/4) | | NA |
| LNAV MDA | 1680-1 644 (700-1) | 1680-1 3/4 644 (700-1 3/4) | | NA |
| CIRCLING | 1680-1 644 (700-1) | 1680-1 3/4 644 (700-1 3/4) | | NA |



TOMPKINSVILLE—MONROE CO (TZV) 2 NE UTC-6(-5DT) N36°43.74' W85°39.14'

ST LOUIS

1036 S2 B FUEL 100LL NOTAM FILE LOU

L-25A

RWY 04-22: H4000X75(ASPH) S-12 MIRL

IAP

RWY 04: REIL. VASI(V2L)—GA 3.0°TCH 35'. Trees.

RWY 22: REIL. VASI(V2L)—GA 3.0°TCH 42'. Tree.

AIRPORT REMARKS: Unattended. Rwy 04 and 22 REIL OTS indef.

ACTIVATE MIRL Rwy 04-22; REIL and VASI Rwy 04 and

Rwy 22—CTAF.

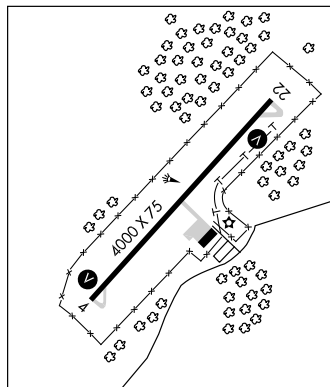
COMMUNICATIONS: CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 132.1

RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

LIVINGSTON (L) VORTAC 108.4 LVT Chan 21 N36°35.07'

W85°10.00' 292° 25 NM to fld. 1020/02W.



TRADEWATER (See DAWSON SPRINGS)

TUCKER—GUTHRIE MEML (See HARLAN)

WAYNE CO (See MONTICELLO)

WENDELL H FORD (See HAZARD)

WEST LIBERTY (9I3) 1 S UTC-5(-4DT) N37°54.87' W83°15.13'

CINCINNATI

934 NOTAM FILE LOU

RWY 07-25: H2400X60 (ASPH) S-9

RWY 07: Trees.

RWY 25: Trees.

AIRPORT REMARKS: Unattended. Call 606-434-4065 for arpt conditions. CAUTION—tkf/ldg—turbulence from surrounding wooded hills.

COMMUNICATIONS: CTAF 122.9

WILLIAMSBURG—WHITLEY CO (W38) 4 NNW UTC-5(-4DT) N36°47.70' W84°11.97'

CINCINNATI

1178 B FUEL 100LL, JET A+ NOTAM FILE LOU

H-9A, L-25B

RWY 02-20: H5500X100(ASPH) S-30, D-45 MIRL 0.4% up N

IAP

RWY 02: REIL. PAPI(P4L)—GA 3.17° TCH 35'. Trees.

RWY 20: REIL. PAPI(P4L)—GA 3.17° TCH 30'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2200Z. ACTIVATE MIRL Rwy 02-20, REIL Rwy 02 and Rwy 20—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.575 (606) 549-1585.

COMMUNICATIONS: CTAF/UNICOM 122.7

® INDIANAPOLIS CENTER APP/DEP 124.625

RADIO AIDS TO NAVIGATION: NOTAM FILE LOZ.

LONDON (L) VORTAC 116.1 LOZ Chan 108 N37°01.99' W84°06.60' 200° 14.9 NM to fld. 1245/03W.

HIWAS.

YORK N38°38.65' W82°58.70' NOTAM FILE LOU.

CINCINNATI

(L) VORTAC 112.8 YRK Chan 75 118° 12.7 NM to Ashland Rgnl. 1040/05W.

L-26G

RCO 122.1R 112.8T (LOUISVILLE RADIO)

| | | |
|--|------------------------|--|
| WAAS CH 53312 W02A | APP CRS 023° | Rwy Idg TDZE Apt Elev 5500 1168 1178 |
|--|------------------------|--|

RNAV (GPS) RWY 2

WILLIAMSBURG-WHITLEY COUNTY (W38)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use London-Corbin Arpt-Magee Fld altimeter setting and increase DA 48 feet and MDA 60 feet.

▲ Circling to Rwy 20 NA at night.

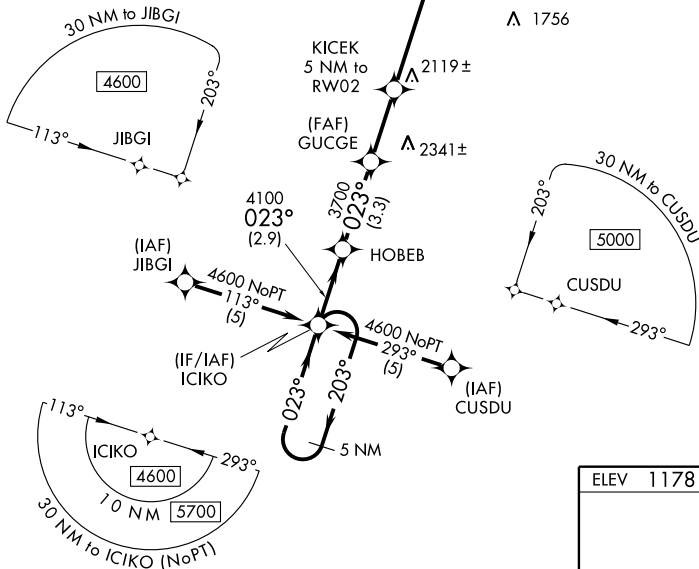
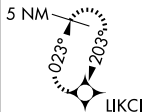
MISSED APPROACH: Climb to 4000 direct LIKCI and hold.

AWOS-3
119.575

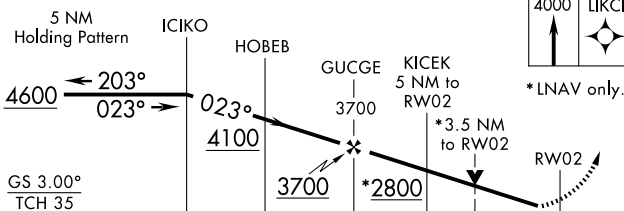
INDIANAPOLIS CENTER
124.625 371.925

UNICOM
122.7 (CTAF) 0

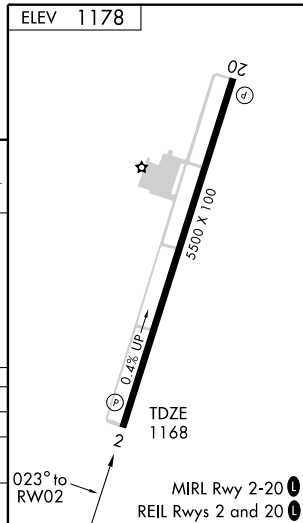
MISSED APCH FIX



ELEV 1178



| CATEGORY | A | B | C | D |
|----------|---------------------------|---------------------------|-------------------------|---|
| LPV DA | 1418-1 250 (300-1) | | | |
| RNAV MDA | 2380-1¼ 1212 (1300-1¼) | 2380-1½ 1212 (1300-1½) | 2380-3 1212 (1300-3) | |
| CIRCLING | 2380-1¼ 1202 (1300-1¼) | 2380-1½ 1202 (1300-1½) | 2380-3 1202 (1300-3) | |



| | | |
|--|------------------------|---|
| WAAS CH 70403 W20A | APP CRS 203° | Rwy Idg TDZE Apt Elev 1178 |
|--|------------------------|---|

RNAV (GPS) RWY 20

WILLIAMSBURG-WHITLEY COUNTY (W38)

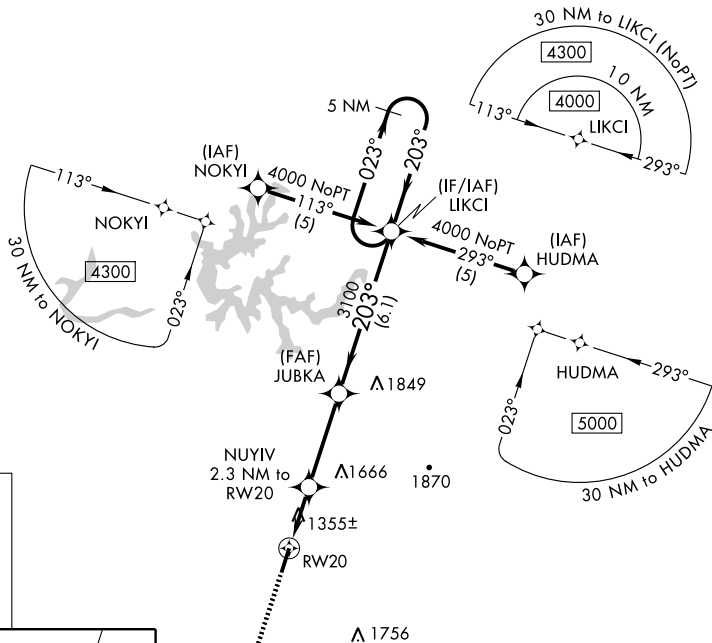
⚠ If local altimeter setting not received, use London-Corbin Arpt-Magee Fld altimeter setting and increase all DAs/MDAs 60 feet. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. VDP NA when using London-Corbin Arpt-Magee Fld altimeter setting.

MISSED APPROACH:
Climb to 4600 direct
ICIKO and hold.

AWOS-3
119.575

INDIANAPOLIS CENTER
124.625 371.925

UNICOM
122.7 (CTAF) ①



ELEV **1178**

203° to
RW20

TDZE
1178

023°

5500 X 100

0.4% UP

2

MIRL Rwy 2-20 ①
REIL Rws 2 and 20 ①

4600
↑
ICIKO

VGSI and RNAV glidepath
not coincident.

*LNAV only.

NUYIV
2.3 NM to
RW20
1940
*1.4 NM
to RW20
RW20

JUBKA

3100

203°

3100

023°

4000

203°

GS 3.00°
TCH 45

1.4 NM

0.9

3.5 NM

6.1 NM

CATEGORY

A

B

C

D

LPV DA

1614-1½

436 (500-1½)

LNAV MDA

1680-1

502 (600-1)

1680-1½

502 (600-1½)

CIRCLING

1680-1

502 (600-1)

1680-1½

502 (600-1½)

1960-2

782 (800-2)

| | | | |
|------------|---------|----------|------|
| VORTAC LOZ | APP CRS | Rwy Idg | 5500 |
| Chan 108 | 200° | TDZE | 1178 |
| | | Apt Elev | 1178 |

VOR/DME RWY 20

WILLIAMSBURG-WHITLEY COUNTY (W38)

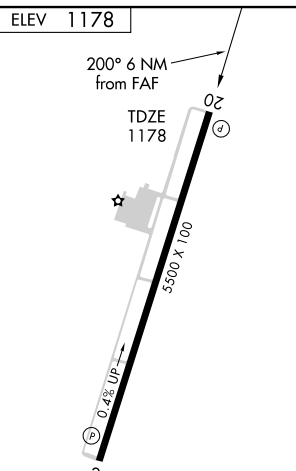
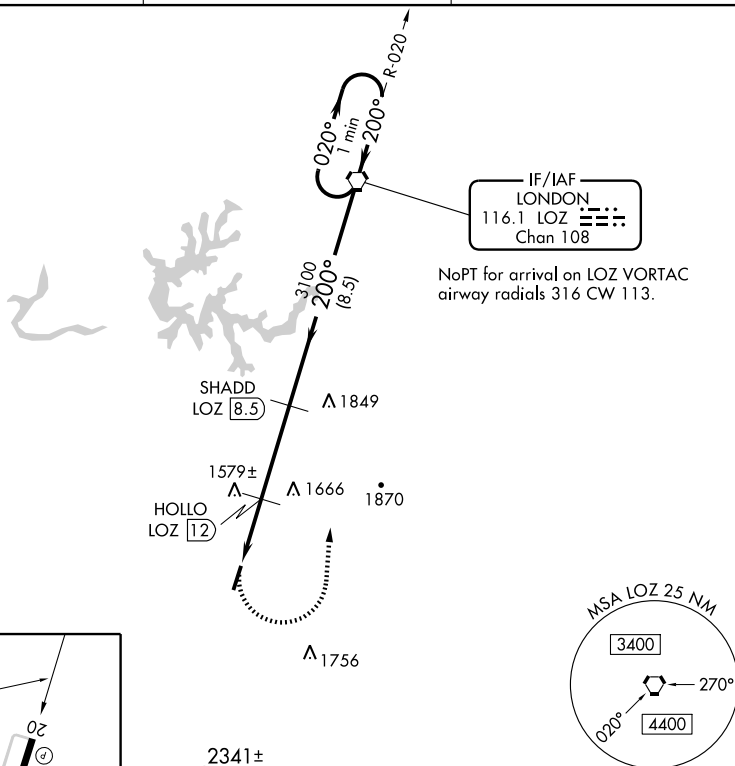
Visibility reduction by helicopters NA. Straight-in/Circling Rwy 20 NA at night.
When local altimeter setting not received, use London-Corbin Arpt-Magee Fld altimeter setting and increase all MDA 60 feet and increase S-20 Cats. C and D and Circling Cat. C visibility ¼ mile.

MISSED APPROACH:
Climbing left turn to 4000
direct LOZ VORTAC and hold.

AWOS-3
119.575

INDIANAPOLIS CENTER
124.625 371.925

UNICOM
122.7 (CTAF)



| 4000 | | LOZ | 116.1 | VORTAC | | One Minute Holding Pattern | |
|----------|--------|-------------|-------------------------|-----------------------|------|----------------------------|-------------|
| | | LOZ | 14.5 | HOLLO LOZ | 12 | SHADD LOZ | 8.5 |
| | | 2.98° | TCH 30 | 2000 | 3100 | 200° | 020° → 3300 |
| | | 2.5 NM | 3.5 NM | 8.5 NM | | | |
| CATEGORY | A | B | C | D | | | |
| S-20 | 1840-1 | 662 (700-1) | 1840-1¾ 662 (700-1¾) | 1840-2 662 (700-2) | | | |
| CIRCLING | 1840-1 | 662 (700-1) | 1840-1¾ 662 (700-1¾) | 2060-3 882 (900-3) | | | |

MIRL Rwy 2-20
REIL Rws 2 and 20